

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

PART V—GRAIN STATISTICS

For the Fiscal Year ended March 31, 1915
The Crop Year ended August 31, 1915, and the
Season of Navigation ended December 14, 1915

AND

REPORT OF THE BOARD OF GRAIN COMMISSIONERS

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

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1916

FORT WILLIAM, ONT., January 26, 1916.

Hon. Sir GEORGE E. FOSTER, K.C.M.G.,
Minister of Trade and Commerce,
Ottawa, Ont.

SIR,—We have the honour to submit the following report as required by section 14, chapter 27, 2 George V, "An Act Respecting Grain."

We have the honour to be, sir,

Your obedient servants,

ROBERT MAGILL,
Chief Grain Commissioner.

W. D. STAPLES,
Grain Commissioner.

J. P. JONES,
Grain Commissioner.

C. BIRKETT,
Secretary.

TABLE OF CONTENTS.

CHAPTER 1.		PAGES.
EXAMINERS, STANDARD AND SURVEY BOARDS—		
I. Board of Grain Examiners..		1
II. Grain Standards Boards..		1-4
III. Grain Survey Boards..		4-5
CHAPTER 2.		
REPORT OF CHIEF INSPECTOR..		6
CHAPTER 3.		
REPORT OF THE REGISTRAR..		7
CHAPTER 4.		
REPORT OF CHIEF WEIGHTMASTER..		8-14
CHAPTER 5.		
REPORT <i>re</i> LICENSING AND BONDING—		
(a) Licensing and Bonding..		15-16
(b) Temporary Agents..		16
(c) Loading Platforms..		17
(d) Defaults..		18
CHAPTER 6.		
ELEVATOR TARIFFS—		
(a) Tariff—Terminal Elevators 1915-16..		19-20
(b) Tariff—Interior Terminal Elevators 1915-16..		20-21
(c) Tariff—Country Elevators 1915-16..		22
CHAPTER 7.		
SURPLUSES AND SHORTAGES IN TERMINAL ELEVATORS—		
(a) Surpluses and Shortages in Terminal Elevators as prepared by the weightmaster..		24-44
(b) Adjustments made of the Surpluses and Shortages by the Chief Inspector..		45-56
(c) Allowances of $\frac{1}{8}$ bushel per 1,000 made by each Terminal Elevator for season of navigation 1915..		57

CHAPTER 8.

COMPLAINTS, RULINGS, APPLICATIONS, ORDERS AND SESSIONS OF THE BOARD—

(a) Complaints.. . . .	58
(b) Some Rulings of the Board—	
(a) Improper use of Scales in Country Elevators.. . . .	58-60
(b) Settlement <i>re</i> sale of car 306410.. . . .	60-63
(c) Discrimination in Country Elevator Rates.. . . .	63-64
(d) Application of Dominion Millers Association <i>re</i> Eastern Elevator Tariffs.. . . .	64-67
Some Applications received by the Board—	
(e) Application of Scottish Co-operative Wholesale Society, Limited, for Private Country Elevators.. . . .	68-69
(f) Application of Manitoba Grain Growers' Association for the reduction of commission charges on the sale of grain in the Grain Exchanges.. . . .	69-71
(g) Orders issued by the Board.. . . .	71-74
(h) Sessions held by the Board.. . . .	74

CHAPTER 9.

REVENUE—EXPENDITURE.. . . .	75-80
-----------------------------	-------

CHAPTER 10.

REPORT OF THE CHIEF ENGINEER.. . . .	81-83
--------------------------------------	-------

APPENDIX A.

REPORT OF STATISTICIAN.

1. Public Elevators—	PAGES.
Receipts.. . . .	84-89
Shipments.. . . .	90-95
2. Fort William and Port Arthur—	
Receipts and Shipments handled at each place separately.. . . .	96
Receipts and Shipments by Elevators and Railroads.. . . .	98-105
Receipts and Shipments of Screenings, etc..	106-107
Dockage on cars.. . . .	97
Dockage on cargoes.. . . .	108-110
Shipments by vessels to Canadian and United States ports, Crop year 1914-15.. . . .	111
Shipments by Canadian and United States Vessels, Crop year 1914-15.. . . .	112-116

SESSIONAL PAPER No. 10d

	PAGE.
3. Winnipeg—	
Cars inspected by railroads..	117
Cars Inspected by Railroads and Provinces..	118-119
Billing Destinations of cars Inspected..	118-119
Number of Cars of Wheat Inspected, Crop years 1900-01 to 1914-15.	120
4. Country Elevators—	
Quantities of each kind of Grain Marketed by Provinces and Railroads	122-124
5. Proportion of estimated Crop Inspected and Delivered, Crop years 1901-02 to 1914-15..	125
6. Prices—	
Wheat—Daily Cash Prices..	126
Daily comparison with Crop year 1913-14..	127-136
Monthly Range—Crop years 1907-08 to 1914-15..	137
Yearly Range—Crop years 1907-08 to 1914-15..	137
Cash prices (weekly) at Terminal Points in North America..	138-149
Highest and Lowest Grades and Prices daily—Winnipeg, Minneapolis and Duluth..	150-169
Comparative Table of Futures—Winnipeg, Minneapolis and Duluth.	170-171

APPENDIX B.

	PAGES.
1. Statement showing quantities of grain discharged at eastern transfer elevators from vessels loaded at Fort William and Port Arthur, season of navigation 1915, and the amounts of Overages and Shortages, according to reports of out-turns..	172-177
2. Summary showing the quantities of grain discharged at eastern transfer elevators—Canadian and American Ports—from Vessels loaded at Fort William and Port Arthur, etc..	178
3. Statement showing the quantities of grain held for winter storage in Canadian vesesls at Canadian Ports..	179
4. Statement showing gain or loss at Canadian eastern transfer elevators after allowance of $\frac{1}{4}$ and $\frac{1}{8}$ bushels per 1,000 bushels..	179
5. Statement showing quantities of grain carried by vessels loaded at Fort William and Port Arthur during season of navigation 1915, classified according to steamship companies and the out-turns at point of unloading..	180-195
6. Rules and Regulations approved of by the Board of Grain Commissioners, for shortages and overages on lake cargoes..	196-197
7. Rules and Regulations approved of by the Board of Grain Commissioners re loading of vessels..	198-199

CHAPTER 1.

EXAMINERS, STANDARD AND SURVEY BOARDS.

PART I.—BOARDS OF GRAIN EXAMINERS.

1. *Western*.—W. L. Parrish, A. R. Hargraft, G. V. Hastings, S. Spink, Prof. S. A. Bedford, Prof. J. Bracken, Saskatoon; C. N. Bell, Secretary.

2. *Toronto*.—John Carrick, Thos. Flynn, A. O. Hogg, W. D. Matthews, C. B. Watts; F. G. Morley, Secretary.

3. *Montreal*.—A. G. Burton, Jas. Carruthers, C. S. Esdaile, E. S. Jaques, Adam G. Thompson; J. S. Cook, Secretary.

The Board of Grain Examiners for the Eastern and Western Divisions did not meet during the year ended August 31, 1915.

PART II.—THE GRAIN STANDARDS BOARDS.

1. *Western*.—Peter Fergyson, Tate, Sask.; E. J. Phin, Moosomin, Sask.; Christian Johnson, Baldur, Man.; Jas. Riddell, Rosebank, Man.; D. W. McCuaig, Portage la Prairie, Man.; Hon. W. R. Motherwell, Regina, Sask.; F. W. Sirrett, Minnedosa, Man.; Wm. Lothian, Pipestone, Man.; K. Campbell, Brandon, Man.; Senator F. H. Young, Killarney, Man.; S. Spink, Winnipeg, Man.; W. A. Matheson, Winnipeg, Man.; Geo. McCulloch, Souris, Man.; W. A. Black, Montreal, Que.; T. W. Lines, Strathcona, Alta.; G. R. Crowe, Chairman, Winnipeg, Man.; Thos. A. Crane, Montreal, Que.; A. R. Hargraft, Winnipeg, Man.; M. McLaughlin, Toronto, Ont.; W. H. Fairfield, Lethbridge, Alta.; C. B. Watts, Toronto, Ont.; John I. McFarland, Strathcona, Alta.; Wm. Carson, Calgary, Alta.; D. Horn, Winnipeg, Man.; T. A. Crearer, Winnipeg, Man.; C. N. Bell, Secretary, Winnipeg.

2. *Eastern*.—Toronto: C. W. Band, Murray Brown, John Carrick, Thos. Flynn, F. W. Hay, A. O. Hogg, W. D. Matthews, J. T. Melady, H. L. Rice, C. B. Watts, D. B. Wood; F. G. Morley, Secretary.

Montreal: H. D. Dwyer, Jos. Quintal, A. P. Stewart, Adam G. Thompson, Norman Wight; J. S. Cook, Secretary.

COPY OF MINUTES OF WESTERN GRAIN STANDARDS BOARD MEETING.

WINNIPEG, October 25, 1915.

A meeting of the Western Grain Standards Board was held to-day at 10 a.m. in the Council Room, Grain Exchange building, Winnipeg, Man.

Present during different sessions of the board: G. R. Crowe, chairman; F. W. Sirrett, D. W. McCuaig, Peter Ferguson, C. Johnson, D. Horn, W. Carson, K. Campbell, Jas. Riddell, Wm. Lothian, W. A. Matheson, W. H. Fairfield, M. McLaughlin, C. B. Watts, R. J. Phin; George Serls, chief grain inspector; Fred. Symes, inspector, Fort William; Dr. Magill and J. P. Jones of the Board of Grain Commissioners; and C. N. Bell, secretary.

Minutes of the meeting held September 29, 1914, were read and confirmed.

6 GEORGE V, A. 1916

It was moved by K. Campbell and F. W. Sirrett that the following telegram of regret at the illness of Finley Young be sent him, viz.: "Senator F. M. Young, Killarney, Man.: Standards Board convey sincere regret your absence through illness. Trust your speedy restoration to usual health.—C. N. BELL." Carried unanimously.

On motion, Mr. K. Campbell was appointed vice-chairman to act in the absence of Mr. G. R. Crowe.

During the course of the morning and the afternoon, standard samples for the commercial grades of Nos. 4, 5, and 6 wheat were selected and adopted.

Moved by K. Campbell, seconded by W. H. Fairfield: "That all wheat not fit to be graded as No. 6 be graded 'feed' in the discretion of the inspector." Carried unanimously.

Moved by W. Carson and Peter Ferguson: "That feed barley shall include all damaged barley weighing less than 42 pounds to the bushel, in the discretion of the inspector." Carried unanimously.

On motion, a committee was appointed under the provisions of section 88 of the Canada Grain Act to meet and select other commercial grades of grain should climatic or other conditions make such further selection necessary, the said committee to consist of: Messrs. G. R. Crowe, chairman; S. Spink, W. A. Matheson, A. R. Hargraft, K. Campbell, D. W. McCuaig, James Riddell, T. A. Crearer, Hon. W. R. Motherwell, W. H. Fairfield, and Geo. Serls, chief grain inspector.

The meeting then adjourned.

C. N. BELL,
Secretary.

MEETING OF THE EASTERN GRAIN STANDARDS BOARD.

Meeting held in room 206, Royal Bank building, Toronto, September 28, at 2 p.m.

Present: Messrs. M. Brown, J. Carrick, Thos. Flynn, F. W. Hay, A. O. Hogg, J. T. Melady, H. L. Rice, C. B. Watts and D. B. Wood, and Mr. A. A. Bowen, inspector, by invitation.

Chairman.—On motion, Mr. A. O. Hogg was elected chairman.

Commercial Grades.—The Grain Standards Board then decided upon the following commercial grades, with the weights governing the inspection of such grades, as stated:—

WHEAT.

"No. 1 Commercial Wheat for sprouts" may contain not more than 10 per cent of sprouted wheat, and shall weigh not less than 56 pounds to the bushel.

"No. 1 Commercial Wheat for smut" shall weigh not less than 57 pounds to the bushel.

"No. 2 Commercial Wheat for sprouts" may contain not more than 30 per cent of sprouted wheat, and shall weigh not less than 55 pounds to the bushel.

"No. 2 Commercial Wheat for smut" shall weigh not less than 57 pounds to the bushel.

"No. 3 Commercial Wheat" may contain both smutty and sprouted grain, and shall weigh not less than 55 pounds to the bushel.

OATS.

"No. 1 Commercial Oats" shall be white oats not good enough in colour to grade No. 3 Standard, testing 28 pounds to the bushel, and may contain sprouted grain.

SESSIONAL PAPER No. 10d

On motion, Messrs. R. I. Braiden, Jno. Carrick, and Jno. Phillips were appointed with the grain inspectors to select 5 bushels of sample grain suitable for each of the above commercial grades of grain from which the board will select the standards.

The board then adjourned until Thursday, the 30th instant, at 1 p.m., in order to permit the above committee to prepare the samples.

September 30, 1915, 1 p.m.

Meeting held in Room 206, Royal Bank building.

Present: Messrs. A. O. Hogg, Murray Brown, John Carrick, Thos. Flynn, J. T. Melady, and C. B. Watts.

Commercial Grades.—The Grain Standards Board decided to strike a commercial grade for rye, to be known as “No. 1 Commercial Rye,” and to be of the following specifications:—

“No. 1 Commercial Rye” shall be rye not good enough in quality to grade No. 2 Standard rye, and may contain sprouted grain, and shall weigh not less than 54 pounds to the bushel.

The board then proceeded to strike the commercial grades, after which it was moved by Mr. J. Carrick, seconded by Mr. C. B. Watts, That the Commercial Grain Standards for the season 1915-16 as struck by the Grain Standards Board on September 30 be known as follows:—

WHEAT.

- No. 1 Commercial Wheat for sprouts.
- No. 1 Commercial Wheat for smut.
- No. 2 Commercial Wheat for sprouts.
- No. 2 Commercial Wheat for smut.
- No. 3 Commercial Wheat.

OATS.

- No. 1 Commercial Oats.

RYE.

- No. 1 Commercial Rye.

And that the grain inspector be instructed to grant certificates for the above grades in white winter wheat, red winter wheat, mixed winter wheat, white oats and rye. Carried.

The grain inspector was instructed to have about 5 bushels of each sample mixed to correspond with those struck by the board, and to have Mr. A. O. Hogg, chairman of the board, pass upon the same before sending them out.

The meeting then adjourned.

October 1, 1915, 3 p.m.

Meeting held in Mr. A. O. Hogg's office, eighteenth floor, Royal Bank building.

Present: Messrs. Brown, Carrick, Flynn, Hogg, Melady, Watts, and Wood.

Commercial Grades.—Samples of the Commercial grades as submitted by the grain inspector after the bulk samples had been mixed, were examined and confirmed, with the exception of “No. 3 Commercial Wheat.”

On motion of Mr. Watts, seconded by Mr. Wood, Messrs. Hogg, Melady, and Watts were appointed a committee to strike a new standard for “No. 3 Commercial Wheat.” Carried.

6 GEORGE V, A. 1916

Specifications.—The specifications for the Commercial grades, as contained in the minutes of the Standards Board meetings held on September 28 and 30 were approved.

The meeting then adjourned.

October 8, 1915, 11.30 a.m.

Meeting held at the office of the grain inspector, 28 Front street east, Toronto.

Present: Messrs. A. O. Hogg, J. T. Melady, and C. B. Watts.

No. 3 Commercial Wheat.—The members present, composing the special committee appointed by the Standards Board on October 1, struck a new standard of "No. 3 Commercial Wheat," and the inspector was instructed to have the necessary samples supplied to the Grain Survey Board, Grain Inspectors, etc.

The meeting then adjourned.

TORONTO, October 8, 1915.

The above minutes of meetings of the Grain Standards Board, held September 28, September 30, October 1, and October 8, are hereby certified to be correct.

F. G. MORLEY,
Secretary.

A. O. HOGG,
Chairman.

PART 3.—GRAIN SURVEY BOARDS.

1. *Winnipeg.*—G. V. Hastings, S. Spink, G. R. Crowe, D. D. Young, W. W. McMillan, S. A. McGaw, W. L. Parrish, Alex. Reid, W. H. McWilliams, Thos. Thompson; C. N. Bell, secretary.

2. *Calgary.*—Wm. Carson, Angus C. Robertson, C. M. Hall, E. S. Munroe, W. W. Cumming, Arthur Pierson, E. J. Frean, Frank S. Jacobs; D. O. McHugh, secretary.

3. *Toronto.*—C. W. Band, Murray Brown, John Carrick, D. O. Ellis, Thos. Flynn, A. O. Hogg, W. D. Matthews, J. T. Melady, H. Shaw, C. B. Watts; F. G. Morley, secretary.

4. *Montreal.*—C. B. Esdaile, A. G. Burton, Jas. Carruthers, E. S. Jaques, Jos. Quintal, Adam G. Thompson; J. S. Cook, secretary.

REPORT OF THE WINNIPEG SURVEY BOARD.

Month.	No. of Surveys Held.	No. of Cars Raised.	No. of Cars Lowered.	No. of Cars Sustained.
1914.				
September.....	27	2	3	22
October.....	26	7	1	18
November.....	45	8	1	36
December.....	9	1		8
1915.				
January.....	6			6
February.....	18	1		17
March.....	15	2		13
April.....	23	7	1	15
May.....	4			4
June.....	2		1	1
July.....				
August.....	2			2
Total.....	177	28	7	142

C. N. BELL,
Secretary.

SESSIONAL PAPER No. 10d

REPORT OF THE CALGARY SURVEY BOARD.

Month.	No. of Surveys Held.	No. of Cars Raised.	No. of Cars Lowered.	No. of Cars Sustained.
1914.				
September.....	2	1		1
October.....	11	2	1	8
November.....	5			5
December.....	1			1
1915.				
January.....	0			
February.....	3			3
March.....	6	3		3
April.....	6		3	3
May.....	1			1
June.....	0			
July.....	2			2
August.....	0			
Total.....	37	6	4	27

D. O. McHUGH,
Secretary.

REPORT OF THE TORONTO SURVEY BOARD.

September 1, 1914, to September 20, 1915.

Month.	Surveys Held.	Grades Raised.	Grade Lowered.	Grade Sustained.
1914.				
September.....	1	1		
October.....	1			1
November.....				
December.....	2	1		1
1915.				
January.....	1	1		
February.....	1			1
March.....				
April.....	3	1		2
May.....	1			1
June.....				
July.....				
August.....	1			1
September.....	1			1
Total.....	12	4		8

F. G. MORLEY,
Secretary.

REPORT OF THE MONTREAL SURVEY BOARD.

During the year 1st of September, 1914, to 31st of August, 1915, the Montreal Survey Board was not called upon to hold any surveys.

CHAPTER 2.

REPORT OF THE CHIEF INSPECTOR—GEO. SERLS.

To Board of Grain Commissioners:

GENTLEMEN,—As chief inspector, I beg to submit to you a report on the work performed by the Inspection Department for the crop year of 1914-15.

WESTERN DIVISION.

This crop was very much lighter than the year previous, the total number of cars inspected being 122,832, against 192,732 for the crop of 1913-14.

Of the above total the following number of cars were inspected at the various points, as follows:—

	Cars.
Winnipeg..	108,086
Calgary..	6,625
Superior...	1,387
Moosejaw...	3,385
Saskatoon..	2,111
Medicine Hat..	1,238

The harvest was unusually early, and the movement commenced the first of September. It came with the usual rush for a little over a month. At the end of October the receipts fell off, enabling the department to dispense with the temporary help taken on for the rush season.

The crop was of good quality, 75 per cent of it grading into the contract grades, and the condition was excellent.

During the year the Government elevators at Moosejaw and Saskatoon were opened, making it necessary to place inspectors at each of these points for the inspection of grain in and out of these elevators.

EASTERN DIVISION.

In the Eastern division the amount of work done was about the same as in previous years.

Owing to the small amount of grain to inspect at Kingston and Peterborough, these points were closed. Inspector McNeill, of Kingston, was transferred to Montreal, and Inspector Hurley, of Peterborough, to Toronto.

CHAPTER 3.**REPORT OF THE REGISTRAR—GEO. SERLS.**

To Board of Grain Commissioners:

GENTLEMEN,—As registrar, I beg to submit a report on the work done by the Registration Department for the crop year of 1914-15.

The work performed by the registration offices was naturally the same as in other departments, much lighter than the previous year; the difference being so great as to necessitate a reduction of the staff. The total bushels for the year being—

Wheat.. . . .	84,127,852—40
Oats.. . . .	20,183,349—30
Barley.. . . .	2,839,732—06
Flax.. . . .	3,379,017—29
Rye.. . . .	4,921—08

and total bushels cancelled—

Wheat.. . . .	85,541,052—50
Oats.. . . .	20,089,661—26
Barley.. . . .	2,966,995—08
Flax.. . . .	4,506,152—43
Rye.. . . .	4,601—28

The registration and cancellation of warehouse receipts of the Canadian Government elevators at Moosejaw and Saskatoon is done by the accountants at these two points, but all reports are forwarded to the Winnipeg office and checked. The same will also apply to Calgary as soon as they start to operate.

The usual statements were prepared, showing the outstanding warehouse receipts.

The Winnipeg office commenced on September 1 last year to make out a weekly statement for the Grain Exchange, showing the receipts and shipments by grade of each terminal elevator at Fort William and Port Arthur. This was found to be of great value to the trade.

CHAPTER 4.

REPORT OF THE CHIEF WEIGHMASTER—J. G. WHITE.

To the Board of Grain Commissioners:

GENTLEMEN.—Herewith is presented my report for the year ending August 31, 1915.

SCALES.

The number of scales reported in use in the terminal and hospital elevators at Port Arthur and Fort William under my supervision last year was 145. The National elevator has since been destroyed by fire, and rebuilt, installing one scale instead of two as formerly. The Ogilvie Milling Company have taken out four (4) receiving scales of 84,000 pounds capacity, and replaced them with four (4) of 120,000 pounds capacity, leaving 144 hopper scales; there are also added for my inspection ten (10) automatic bagging scales and two (2) platform scales, making 156 scales under my supervision at Fort William and Port Arthur.

My appointment as inspector of weights and measures having been extended to cover all Government elevators under the jurisdiction of the board, places the following additional scales under my supervision:—

At Moosejaw..—	Six 60-ton hopper scales.
“	Two 1,200-pound platform scales.
“	Two automatic bagging scales.
At Saskatoon.—	Six 60-ton hopper scales.
“	Two automatic bagging scales.
At Calgary...—	Six 60-ton hopper scales.
“	Two automatic bagging scales.

Making a total of 182 scales under my supervision, and subject to my inspection. (See statement attached.)

SCALE INSPECTION.

These scales, with the exception of Calgary (inspected once), have all undergone a rigid inspection twice during the past year. One of these inspections was made by me as inspector of weights and measures, acting under the authority of the Department of Inland Revenue, for which certificates of verification were issued, and fees amounting to \$810.75, covering Port Arthur and Fort William inspections, collected and remitted to R. McKay, District Inspector of the Winnipeg division; \$76, covering Saskatoon and Moosejaw, collected and remitted to C. W. Johnston, District Inspector of Saskatoon division; and \$61, covering Calgary inspection, collected and remitted to J. W. Costello, District Inspector of Calgary division; making a total of \$947.75 collected and remitted to the proper officers. The above is the annual inspection as provided for by regulation (13) of the Weights and Measures Act.

In addition to the annual inspection, I have, as chief weighmaster, made an intermediate inspection of all scales; for this inspection no charge was made nor certificates issued, but which was carried out to determine the continued accuracy of the scales.

These inspections have been most careful and exacting, both as to accuracy and sensitiveness, and further numerous tests have been made in elevators concerned in loading cargoes or unloading cars, where the accuracy of weights has been in ques-

SESSIONAL PAPER No. 10d

tion, and I have to report that only in one case were the scales found to be sufficiently defective (through the building getting out of level) to account for a small shortage of about 40 bushels, which was promptly settled for by the elevator.

This work during the past year has called for over (400) separate inspections, and one visit to Calgary, and two each to Moosejaw and Saskatoon.

SCALE REPAIRS.

The companies operating terminal and hospital elevators at Port Arthur and Fort William have employed a scale mechanic to be permanently located at these ports, so that any repairing or adjusting necessary to keep the scales in good shape may be promptly attended to. No scales are interfered with in any way without my instructions, and after any adjustments the scales are immediately reinspected before being allowed into use.

The type of scales in use, and their installation, was dealt with in detail in my report of last year, and are still meeting all requirements.

EASTERN INSPECTION.

The inspection of scales in the elevators at the Bay ports and Eastern terminals, is made semi-annually by Mr. A. A. Bowen, inspector and weighmaster for these ports, with headquarters at Montreal, who forwards to the chief weighmaster's office, for the information of the board, a monthly report of all scales inspected, or rejected by him, and also an annual report covering all his inspections for the year.

WEIGHING STAFF.

The number of employees in the weighing branch at the beginning of the present crop year was, at Port Arthur and Fort William:—

Fort William, weighmaster...	1
“ weighmen...	40
“ trackmen...	26
“ special...	2
“ leak inspectors...	2
At Kenora, weighman...	1
Keewatin, weighman...	1
Winnipeg, weighmaster...	1
“ weighmen...	12
Moosejaw, weighman...	1
Saskatoon, weighmen...	2
Calgary, weighmen...	3
Office staff at Fort William, clerks...	3
stencographer...	1
Total...	96

The salaries of weighmen at Kenora, Keewatin, and one at Saskatoon are guaranteed as provided by section 61*a* of The Canada Grain Act.

Owing to the early harvest, the short crop, and the rapidity with which the grain came forward to the head of the lakes, the rush was soon over. The staff at Port Arthur and Fort William was reduced accordingly, and by the end of December, twenty-two men had been laid off, leaving forty-seven on the staff, which could not be further reduced without impairing the efficiency of the work.

At the opening of navigation, twelve men were re-engaged, increasing the staff at Port Arthur and Fort William to fifty-nine.

DUTIES OF WEIGHMEN.

The duties of Government weighmen are set forth in detail in the printed rules and regulations issued for their guidance and instruction; they are required to comply

6 GEORGE V, A. 1916

with these rules in the performance of their duties. Their work is under the supervision of my assistant, Mr. Hollinshead, who is thoroughly conversant with all matters pertaining to weighing, and spends all his time in the elevators seeing that the work is carried out according to instructions, and that the spouting and other equipment is kept in good order; also assisting in the investigation of complaints of shortages.

WEIGHING.

In view of the rules and regulations *re* shortages and overages, approved of and issued by the board in April, for the season of 1915, and in order that these measures should result in a working arrangement satisfactory to all parties concerned, every possible precaution has been taken to ensure the accuracy of cargo weights, and the certainty that all grain weighed for a boat was delivered on board.

The following orders were issued to elevator operators:—

1. That all covers must be locked on shipping bins when not in use, and the Government weighman to have charge of the keys, so that no grain could be run into them without his authority.
2. Before commencing to weigh for a boat, all spouts from the scales to the shipping bins to be used must be checked to the bins ordered, and locked on, thus assuring the delivery of the grain to the proper bins.
3. All storage or transfer spouts situated close to shipping spouts, to be fitted with covers or valves, which must also be locked, and the Government weighman to have charge of the keys.

These measures were adopted to assist in preventing both overages and shortages, and were promptly carried out by the elevator superintendents, who showed every desire to assist in safeguarding the weighing and loading of cargoes.

At the Canadian Government terminal elevator, all employees on the scale floor, both weighmen and helpers, have been placed under the control of the Weighing Branch, and a foreman put in charge to supervise the work, to oversee the weighing, placing of spouts, delivery of the grain to vessels, and the sounding of shipping bins, thus covering every feature of the work of weighing and loading.

In the seven larger elevators where from four to five shipping scales are in use, it is impossible for the Government weighman to see all scales shaken out and in balance between drafts, or to sound shipping bins for change of grade during the weighing of a cargo, without delaying the work of loading.

At the opening of navigation, special offers were placed at the following elevators: Canadian Northern "A" and "B" Eastern Terminals, Grain Growers, Consolidated, Western, and Grand Trunk Pacific, to assist the weighman in seeing all scales shaken out and balanced between drafts, and to sound all shipping bins before commencing to weigh; also at change of grade, and after the weighing is finished, and to send in a daily report covering all particulars of their work at the loading of each vessel.

Nothing that would strengthen and perfect the work of the weighing branch, either in the personnel or mechanical branches has been left undone, and while there has been a marked improvement in the out-turns from eastern ports of cargoes loaded at Fort William and Port Arthur, it is evident that this improvement is due more to the new bill of lading, and the rules promulgated by the board than to any other cause.

With both the scales and weighing under constant supervision, and the complete system of checking the work, unless mistake or accident is revealed in the investigation, the loading weights should be taken as correct.

SESSIONAL PAPER No. 10d

RECORDS.

The records of grain shipped by boat include:—

1. The weigh-sheets, upon which every draft weighed is recorded in pounds, and when finished, the total given in bushels.

2. The scale tickets, one of which is punched mechanically on the scale, at the weighing of each draft showing the exact amount and is numbered consecutively by the weighman, so as to identify it with the draft on the weigh-sheet, for which it is punched.

A new system of keeping track of these tickets has been adopted; special tickets have been printed bearing the name and a serial letter for each elevator. They are also numbered consecutively, and a record kept of the numbers issued. Those used in weighing a cargo must be returned along with the weigh-sheets, to the chief weighmaster's office, where the figures on the weigh-sheets are checked and compared with the weights shown on the ticket for the detection of errors, before the certificates of weight for the cargo are issued, and any ticket defaced, or spoiled, must be accounted for.

3. Weighman's report. The old form of dual report has been discontinued, and replaced by separate forms. The weighman's report showing the name of the vessel, date of loading, grade of grain, and quantity in bushels of each separate lot, the order in which each lot was weighed, and the shipping bins to which it was delivered. The time weighing commenced and finished and who sounded the shipping bins before and after weighing; also the name of the elevator, the elevator weighman, and the inspector on duty, and is signed by the weighman.

4. Inspector's report. The inspector's report shows: the name of the vessel; date and hours of loading; grade and quantity in bushels of each lot; the holds into which it was loaded; the storage bins from which it was drawn; who examined the holds of the vessel, and their condition before loading; who shook out the shipping spouts before and after; the number of the shipping bins used; the name of the previous vessel loading; also the name of the elevator, the name of the elevator foreman, the head trimmer, and the Government samplers; and is signed by the deputy inspector.

These two reports form a complete record of the entire movement of the grain, and one is a check against the other.

5. Reports of special officers, or assistant weighmen, previously noted, which is the record of the work done by them, and of any leaks or spills discovered.

6. Bin record. This is a record of all shipping bins used at each house concerned in the loading of a boat, showing the kind of grain, the holds into which it was loaded, the numbers of the shipping bins used, and the out-turn, showing over or short; also the name of the previous boat on which the same bins were used, and the out-turn of same, showing over or short, and the same records of the boats following, until all shipping bins used on a boat in question and the out-turns of each have been shown. This record is kept with a view to checking and verifying the sounding of shipping bins, and must agree with the weighman's and inspector's reports.

RECORDS—CARS.

The records of receiving and weighing grain from cars are: load lines, seal records, defective car records, leak reports, weigh-sheets, and scale tickets, which cover the handling of the cars from their arrival at the elevator until the grain has been weighed.

LOAD LINES.

The load lines, or depth of grain in the car before unloading, and the system of obtaining the depth, is only of value in detecting large leaks or losses, as, owing to the great number of cars arriving untrimmed with the grain very unevenly loaded, it

6 GEORGE V, A. 1916

is difficult to get accurate measurements to an inch in all cases in the time in which this work has to be done, more especially during the fall rush when many of the elevators unload from 100 to 150 cars a day, and the employees, in addition to taking and recording the load lines, have to assist in the examination of cars for leaks.

While the system is not as perfect as desired, it is sufficiently reliable in placing responsibility and securing adjustments for large shortages.

SEAL RECORDS.

The value of keeping this record is shown by the fact that during the past year over 8,000 cars have been reported as arriving at destination with seals broken or missing; a summary of which is presented.

LEAK REPORTS.

The number of cars reported as leaking upon arrival from date of September 30, 1914, up to August 31, 1915, as shown by accompanying statement, is 3,855.

In all these cases the records were searched for discovery of the shipper, who was promptly notified.

CONDITION REPORTS.

The condition report conveys the following information: The car number, where unloaded, date of unloading, grade of grain, out-turn weight, depth of load, condition of car (whether leaking or not), and the seal numbers (if broken or missing).

There has been no record kept of the number of these condition reports sent out. They have been sent, on request, from railways, elevator companies, grain brokers, and farmers. It is safe to say that from six to eight thousand have been prepared and sent out during the past year, involving a large amount of clerical labour, as in each case the weighing and inspection records have to be searched to gather the required information, and the sending out of these reports have been of great assistance to shippers securing settlement of claims for shortage on cars.

STATEMENT of Leaking Cars Reported During Crop Year from September 1, 1914, to August 31, 1915.

Month.	Via C.P.R.	Via C.N.R.	Via G.T.P.	Total.
1914.				
September.....	423	57	55	535
October.....	199	47	36	282
November.....	131	47	64	242
December.....	62	24	30	116
1915.				
January.....	35	9	11	55
February.....	87	24	11	122
March.....	91	44	30	165
April.....	222	67	85	374
May.....	220	169	41	430
June.....	220	123	18	361
July.....	692	125	15	832
August.....	276	57	8	341
Total.....	2,658	793	404	3,855

SESSIONAL PAPER No. 10d

STATEMENT showing number of cars arriving at Fort William and Port Arthur showing defective seals during season September 1, 1914, to August 31, 1915.

Month.	Via C.P.R.	Via C.N.R.	Via G.T.P.
1914.			
September.....	2,370	269	89
October.....	1,369	110	62
November.....	907	113	66
December...	385	56	22
1915.			
January.....	139	31	24
February.....	208	58	21
March.....	271	50	21
April.....	393	65	19
May.....	344	69	3
June.....	192	18	4
July.....	193	1	2
August.....	59	2	1
Total.....	6,830	842	334

Summary.

Via C.P.R.....	6,830
" C.N.R.....	842
" G.T.P.....	334
Total for three roads.....	8,006

SHORTAGES—VESSELS.

Shortages reported on vessels from opening to close of navigation, 1914, were reported on, and dealt with at a public investigation held by the board at Fort William on November 16, 1914, which was adjourned, and again continued in Toronto, in January, 1915.

Every opportunity was provided by the board for the fullest investigation into all cases of shortage reported during the season, with the result that the weights of the loading houses could not be questioned.

Since the opening of the present season of navigation, and the adoption of the new rules, the out-turns from unloading ports have been much better than under the old system. There have been few complaints received, but all out-turns showing shortage beyond the natural shrinkage have been investigated, and reported to the board. In a number of these cases which had been investigated by myself at the loading houses, and by Mr. A. A. Bowen at the unloading houses, the loading has again been investigated jointly by Mr. Bowen, and myself, and in all (but one case where the responsibility could not be placed) the loading weights were confirmed as correct.

A number of small leaks and spills have occurred during the loading of vessels, but owing to the close supervision kept over the work, these have been at once detected, and adjusted satisfactorily, as shown by the out-turns.

Approximately 103,000,000 bushels of grain has been loaded on 712 vessels at Fort William and Port Arthur during the year ending August 31, 1915, details of which are dealt with by the Statistical Department.

SHORTAGES—CARS.

There have been 90,790 cars unloaded at the lake terminals during the year, and many complaints of shortages have been investigated and reported. There were ten adjustments amounting to over 1,000 bushels of grain secured from the elevators;

6 GEORGE V, A. 1916

five cases where the elevators appeared responsible were referred to the head office, superintendents claiming no authority to make adjustments; twelve cases shippers advised to file claims against railway.

There were a large number of claims where the responsibility could not be placed further than showing that the out-turn was good for the depth of load at unloading, and may have been due to cars leaking, and coopered in transit. Other claims were based on estimates without weighing, or weighing on outside scales.

There has also been considerable pilfering of grain from cars in the yards, although the railways are constantly taking measures to suppress it.

There are also a great number of cars used by the railways that are in poor condition, and not fit to haul bulk grain, and this, in addition to poor coopering before loading, is probably responsible for many of the complaints of shortage.

CAR SWEEPING.

Complaints having come in that cars unloaded at the elevators were not being swept clean, by direction of the board a car sweeping gang was put to work in October, 1914, with instructions to sweep the cars after this work had been done by the elevator employees, and to report the number of the car, and the quantity of grain recovered; also a report on the condition of the car. From the fact that very little grain was recovered, it is evident that the movement resulted in a marked improvement in car sweeping.

The number of cars of the different railways were:—

Canadian Northern.. . . .	3,752
Canadian Pacific.. . . .	3,026
Grand Trunk Pacific.. . . .	2,746
Total swept.. . . .	9,524

The number of defective cars reported.. . . . 3,108

This work was discontinued at the end of the year, but it was felt that the improvement in sweeping noted, and information *re* defective cars, justified the expenditure.

ANNUAL WEIGH-UP.

By direction of the board, in accordance with section 95 of The Canada Grain Act, the annual weigh-up or stocktaking of all grain in store in the sixteen terminal elevators operating at Port Arthur and Fort William was carried out, commencing on July 12 and finishing on August 13. The work was performed by a staff selected from the weighing department, under the immediate supervision of Weighmaster Hollinshead, all the grain in each elevator being systematically and carefully weighed and transferred, and a true record of the weights so obtained at each elevator was forwarded to the Board. The work involved the weighing and transferring of small lots, the total amounting to over three and a half million bushels.

The weigh-up at the Government Interior Terminal Elevators at Moosejaw and Saskatoon was carried out under my supervision, and the records forwarded to the Board.

ORGANIZATION.

The Weighing Department has been reorganized as separate and distinct from any other branch of the service under the Board, with its own offices and office staff, performing all clerical work in connection with weighing, and is responsible for keeping and systematic filing of all records and documents devised for the purpose of checking and verifying the accuracy of the work of weighing and handling of grain, and attends to all correspondence pertaining to weights.

The work of the weighing staff has been changed and improved by the introduction of a better system of records for checking and securing accurate work, and the weighmen recognize their responsibilities and are endeavouring to meet them by the careful performance of their duties.

CHAPTER 5.**REPORT OF LICENSING AND BONDING FOR THE CROP YEAR 1914-15.**

In accordance with the provisions of law, 2,962 applications for licenses were received by this branch during the season ending August 31, 1915, an increase of 108 over the previous season. A gross revenue of \$15,900 was received in this connection, but this sum was reduced to \$15,795, as license fees to the extent of \$105 were refunded on account of ten applications having been withdrawn before licenses had been issued.

The following statement shows the revenue received from license fees during the last seven years:—

Season Sept. 1 to Aug. 31, following.	No. Applications received.	Fees.
		\$ cts.
1908-9.....	1,808	3,616 00
1909-10.....	2,146	4,292 00
1910-11.....	2,111	4,222 00
1911-12.....	2,326	4,652 00
1912-13.....	2,579	5,158 00
1913-14.....	2,854	15,200 00
1914-15.....	2,962	15,795 00

The large increase in the amount of license fees received since the season of 1912-13 is accounted for by reason of the schedule sanctioned by Act of Parliament on June 6, 1912, as follows:—

Country elevator or warehouse.. . . .	\$ 5 00
Space.. . . .	5 00
Track buyer.. . . .	5 00
Commission merchant.. . . .	5 00
Terminal elevator.. . . .	25 00
Hospital elevator.. . . .	25 00
Public elevator.. . . .	25 00

Previous to that date, the fee was \$2 in all cases.

6 GEORGE V, A. 1916

LICENSES ISSUED TO GRAIN COMMISSION MERCHANTS, TRACK BUYERS AND ELEVATORS.

STATEMENT showing number and kind of licenses issued during seasons 1903-4 to 1914-15 (both inclusive).

Kind.	1903-4	1904-5	1905-6	1906-7	1907-8	1908-9	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15
Country elevators and warehouses						1,495	1,841	1,766	1,972	2,267	2,552	2,636
Terminal elevators....	982	1,022	1,118	1,327	1,363	26	31	36	34	23	14	13
Hospital elevators.											13	18
Public elevators....											20	18
*Space in country elevators.....	58	59	52	32	28	24	12	55	58	19	3	7
Commission merchants.	36	65	69	72	71	71	76	75	84	91	91	92
Track buyers.....	16	119	121	154	158	140	149	130	123	146	137	140
Totals.....	1,092	1,265	1,360	1,585	1,620	1,756	2,109	2,062	2,271	2,546	2,830	2,924

*Space licenses are issued as a rule to independent dealers, who have leased special bin space in farmers' elevators, or independent elevators. Their operations for the most part are confined to purchasing wagon-load lots of grain offered for sale on street.

The enormous crop which is now being marketed has necessitated an increase in the elevator capacity, both at country and terminal points. According to information now possessed, about 175 country elevators, with a total capacity of approximately 5,250,000 bushels, have been erected in the West, within the last two or three months. In addition, the Government has built two terminal elevators, one at Calgary, Alberta, and the other at Vancouver, B.C. The former has a capacity of 2,500,000 bushels, and is now in operation, while the latter with a storage capacity of 1,250,000 bushels will be ready to receive grain about the end of the year. At Fort William and Port Arthur the storage capacity has been increased by 1,500,000 bushels, while the public elevators at Montreal will soon be in a position to store about 9,000,000 bushels.

TEMPORARY AGENTS AT FLAG STATIONS.

Under section 195 of The Canada Grain Act, the Board is empowered to order the railway companies to provide temporary agents at flag stations, whose duties shall be:—

- (a) To keep open for the use of shippers at all times during the day a car order book, as provided under this part, in which orders for cars may be entered, in accordance with the provisions of this part;
- (b) When loading of cars is completed, to seal such car or cars;
- (c) To provide shippers with the regular form of grain shipping bill; and
- (d) When such grain shipping bill is properly filled out by the shipper, to hand it to the conductor of the train that picks up such car or cars, or place it where such conductor may get it.

In view of the plentiful supply of cars provided by the railways last year, only one request for the appointment of a temporary agent was received, that being from Armilla Siding on the Canadian Pacific railway in Saskatchewan. The request was received on August 13, 1914, and Mr. J. Wilson was appointed on or about August 20, 1914.

SESSIONAL PAPER No. 10d

LOADING PLATFORMS.

During the past season, seventy petitions have been received requesting the erection and extension of grain loading platforms. During the month of June, Commissioners W. D. Staples and J. P. Jones, and Stenographer J. Howe, spent twenty-five days in the West on cases in connection with loading platforms, and fourteen days in August were taken up with the same work. Most of the points from which petitions had been received were visited, and as a result new loading platforms were ordered at the following points:—

Name.	Province.	Railway.	Size.
Assiniboia.....	Saskatchewan.....	C.P.R.....	2-car.
Beverley.....	".....	C.P.R.....	4-car.
Glencairn.....	Manitoba.....	C.N.R.....	2-car.
Kinhop.....	Saskatchewan.....	C.N.R.....	2-car.
Mazenod.....	".....	C.N.R.....	2-car.
Moyers.....	Manitoba.....	C.N.R.....	2-car.
Pathlow.....	Saskatchewan.....	C.N.R.....	2-car.
Sandridge.....	Manitoba.....	C.N.R.....	2-car.
Seviek.....	Saskatchewan.....	C.N.R.....	2-car.
Spring Valley.....	".....	C.N.R.....	4-car.
Mile 17, Canora-Sturgis Branch.....	".....	C.N.R.....	2-car.
Tisdale.....	".....	C.N.R.....	2-car.
Willowview.....	Manitoba.....	C.N.R.....	2-car.

Requests for erection of loading platforms were refused at Birch River, Durwood, Java, Mearns, Rochester, Rosalind, Rosedale, Staunton, Shand, siding between Spring-side and Theodore, Tolstoi.

Loading platforms were ordered extended at:—

Name.	Province.	Railway.	Extended size.
Aylesbury.....	Saskatchewan.....	C.N.R.....	4-car.
Armilla Siding.....	".....	C.P.R.....	4-car.
Asquith.....	".....	G.T.P.R.....	4-car.
Archive.....	".....	C.P.R.....	4-car.
Arnaud.....	Manitoba.....	C.P.R.....	4-car.
Clavet.....	Saskatchewan.....	G.T.P.R.....	4-car.
Cymric.....	".....	C.P.R.....	4-car.
Culross.....	Manitoba.....	C.P.R.....	4-car.
Dacotah.....	".....	C.N.R.....	4-car.
Duval.....	Saskatchewan.....	C.P.R.....	4-car.
Dummer.....	".....	C.N.R.....	4-car.
Fortier.....	Manitoba.....	G.T.P.R.....	4-car.
Handel.....	Saskatchewan.....	C.P.R.....	4-car.
Kipling.....	".....	C.N.R.....	4-car.
Keeler.....	".....	C.P.R.....	4-car.
Limerick.....	".....	C.P.R.....	4-car.
Lydden.....	".....	G.T.P.R.....	4-car.
Meacham.....	".....	G.T.P.R.....	4-car.
Millwood.....	Manitoba.....	G.P.R.....	2-car.
McTavish.....	".....	C.P.R.....	4-car.
Oakville.....	".....	C.N.R.....	4-car.
Tate.....	Saskatchewan.....	G.T.P.R.....	4-car.
Viewfield.....	Manitoba.....	C.P.R.....	4-car.
Varcoe.....	".....	C.P.R.....	2-car.
Veregin.....	Saskatchewan.....	C.N.R.....	4-car.
Watrous.....	".....	G.T.P.R.....	4-car.

Requests for extensions of loading platforms refused: Aberdeen, Bowell, Berton, Barr, Clarkboro, Duro, Eyebrow, Forward, Guernsey, Gervais, Gravelbourg, Gilroy, Glendale, Lawson, Newton, Rowletta, Riverhurst, Radisson, Swanson, Valeport.

DEFAULTS.

Since last report, but one licensed grain dealer has defaulted, that being Mr. R. G. MacDonnell, of Macleod, Alberta, who was licensed as a track-buyer of grain during the season 1913-14, and bonded in the sum of \$5,000, the Employers' Liability Assurance Company, Limited, of London, England, being the surety.

The Board held an investigation in the City Hall, Calgary, on December 17 and 18, 1914, and arranged for settlement of the various claims as per the following statement, which shows the name of creditor, the amount of claim, and the amount paid by the bonding company. It will be noted that the creditors received settlement on the basis of 69.19 cents on the dollar, as the amount of the bond was insufficient to cover the total indebtedness of Mr. MacDonnell.

List of creditors in the G. R. MacDonnell default, showing the amount of each claim, and the proportionate amount paid, under the bond:—

Name.	Amount of claim.	Proportionate amount paid.
	\$ cts.	\$ cts.
F. Adams.....	82 39	57 00
H. Arlt.....	98 84	68 35
O. J. Amunsden.....	491 28	339 90
E. Butcher.....	156 91	108 57
J. L. Brown.....	130 25	90 10
F. Butler.....	270 93	187 45
P. Humphries.....	321 44	222 40
N. Brown.....	45 33	31 35
A. Burgess.....	193 58	133 90
Wm. Caspell.....	86 30	59 70
R. Carruthers.....	83 29	57 60
Coote Bros.....	87 65	60 65
C. B. Dew.....	109 79	75 95
Day & Doberer.....	151 90	105 10
J. H. Ditto.....	303 43	209 95
H. E. George.....	372 45	257 70
C. A. Gardner.....	83 87	58 00
T. R. Grant.....	177 11	122 50
R. A. Gell.....	19 84	13 70
Graham & Hoak.....	118 45	81 95
George Hogg.....	162 15	112 15
C. Howard.....	48 76	33 70
H. C. Johnson.....	131 18	90 75
R. Lantinga.....	63 94	44 25
J. W. Lucas.....	123 46	85 40
T. Montgomery.....	18 30	12 65
R. J. McLean.....	88 29	61 05
F. Moran.....	108 02	74 75
George Maybee.....	694 94	480 80
John Poelman.....	105 47	72 95
H. A. LaPatourel.....	340 92	235 85
Reach & Co.....	100 00	69 15
W. H. Read.....	123 23	85 15
A. Swanson.....	80 54	55 70
T. D. Snodgrass.....	133 54	92 40
C. J. Steen.....	58 03	40 15
N. Stanford.....	111 80	77 35
C. O. Tiffin.....	91 51	63 30
Stafford & Wickens.....	112 00	77 45
H. C. Windgate.....	126 25	87 35
Wyley Bros.....	101 67	70 35
W. Williamson, sr.....	369 99	256 00
W. Williamson, jr.....	88 47	61 20
G. Williamson.....	80 79	55 90
A. Wells.....	97 85	67 70
W. T. Walker.....	86 74	60 00
Anna Weerstra.....	48 56	33 60
H. Emmelkemp.....	26 00	17 95
J. Zoetman.....	75 82	52 45
K. Veen Kamp.....	43 07	29 80
	7,226 32	4,999 07

CHAPTER 6.**ELEVATOR TARIFFS.****FORT WILLIAM AND PORT ARTHUR—TARIFF OF TERMINAL ELEVATOR CHARGES**

FOR THE YEAR ENDING SEPTEMBER 1, 1916—EFFECTIVE SEPTEMBER 1, 1915.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of *The Canada Grain Act, 1912*:—

RATES.

Elevation, not otherwise specified, receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days—three-quarters of one cent ($\frac{3}{4}$ c.) per bushel.

Storage, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On grain carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—one cent (1c.) per bushel.

For each subsequent separation, computed on balance for separation, a further charge of—one cent (1c.) per bushel.

On mixed grains handled as mixtures; receiving, elevating, spouting, insurance against fire, and storage for the first fifteen days—one and one-half cents ($1\frac{1}{2}$ c.) per hundred pounds.

On mixed grains handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On wheat carrying a return of screenings, an additional cleaning charge of—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

On tough grain, drying—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On damp or wet grain, drying—four cents (4c.) per bushel.

On screenings; elevating, spouting, insurance against fire, and storage for the first fifteen days—two cents (2c.) per hundred pounds.

On screenings; storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

On bulkheads, for their removal and other additional expenses in handling and unloading car—three dollars (\$3) for each bulkhead.

For preparing cars for flax shipments—two dollars (\$2) for each car.

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

6 GEORGE V, A. 1916

All charges for cleaning, drying, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Wheat Screenings.

On wheat carrying a dockage of five per cent (5%) or more, after deducting one and one-half (1½%) of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from date of unload they may be disposed of for account of whom it may concern.

No Grade and Condemned Grain.

All tough, damp, wet, condemned, heating, heated or fire-burnt grain may always be refused. If received and stored it will be only under special contract, and will always be at the owner's risk of deterioration.

Allowance for Invisible Loss and Shrinkage.

On all grain received, deduction from the gross weight to cover invisible loss and shrinkage in handling will be made as follows:—

On wheat.. . . .	30 pounds per car.
On flax.. . . .	28 " "
On oats.. . . .	50 " "
On barley.. . . .	50 " "

TARIFF OF INTERIOR TERMINAL ELEVATOR CHARGES FOR THE CANADIAN GOVERNMENT ELEVATORS AT MOOSEJAW, SASKATOON AND CALGARY.

FOR THE YEAR ENDING AUGUST 31, 1916.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of The Canada Grain Act, 1912.

RATES.

1. *Elevation*, not otherwise specified, receiving, elevating, cleaning, spouting, insurance against fire, and storage for the first fifteen (15) days—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

2. *On grain* unloaded from wagons, or teams, receiving, elevating, cleaning, spouting, insurance against fire, storage for the first fifteen (15) days—one cent (1c.) per bushel.

3. *Storage*, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen (15) days—one-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel per day or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty days.

4. *On grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

SESSIONAL PAPER No. 10d

For each subsequent separation, computed on balance for separation, a further charge of—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

Special rates will be given for cleaning and sacking seed grain.

5. *On mixed grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

6. *On mixed grains* handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen (15) days—one-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel per day, or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty days.

7. *On wheat* carrying a return of screenings, an additional cleaning charge of—one-half of one cent ($\frac{1}{2}$ c.) per bushel.

8. *On tough grain*, drying—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

9. *On damp or wet grain*, drying—two and one-half cents ($2\frac{1}{2}$ c.) per bushel.

10. *On screenings*, elevating, spouting, insurance against fire, and storage for the first fifteen (15) days—two cents (2c.) per hundred (100) pounds.

11. *On screenings*, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen (15) days—one-tenth of one cent ($\frac{1}{10}$ c.) per hundred (100) pounds.

12. *On bulkheads*, for their removal and other additional expenses in handling and unloading car—two dollars (\$2) for each bulkhead.

13. *For preparing cars* for flax shipment when paper is required—one dollar (\$1) for each car.

14. *All charges* for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights, all charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

•
Wheat Screenings.

15. *On wheat* carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight for waste, a return will be made for the balance of the screenings, by paying one-half cent ($\frac{1}{2}$ c.) per bushel for cleaning. No other return for screenings will be made.

16. *If disposition* of screenings covered by outstanding returns is not received within thirty (30) days from date of unload, they may be disposed of for account of whom it may concern.

No Grade and Condemned Grain.

17. *All tough, damp, wet, condemned, heating, heated or fire burnt grain* will be received for treatment. If not treated it will always be at owner's risk of deterioration.

•
General.

Grain shipped from any of the Canadian Government Interior Terminal Elevators will be transferred through the Canadian Government elevator, Port Arthur, to steamers for one-half of one cent ($\frac{1}{2}$ c.) per bushel, including ten days' free storage.

Approved by Board of Grain Commissioners for Canada, Fort William, Ontario, September 18, 1915.

6 GEORGE V, A. 1916

TARIFF OF LICENSED COUNTRY ELEVATOR CHARGES.

FOR THE YEAR ENDING AUGUST 31, 1916.—EFFECTIVE SEPTEMBER 1, 1915.

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon the following terms and conditions, and under the provisions of *The Canada Grain Act, 1912*.

Maximum Rates.—Receiving, elevating, sprouting, insurance against fire, storing for the first fifteen days, and putting into cars on track. No elevator shall charge more than one and three-quarters of a cent per bushel. Storage not otherwise provided, including insurance against fire for each succeeding day after the first fifteen days shall not exceed one-thirtieth of one cent per bushel.

Shrinkage for Stored Grain.—No elevator shall take more than one-half of one per cent to take care of shrinkage and waste in handling, storing and transmitting the grain to a terminal.

No elevator shall take more than one per cent shrinkage on tough, damp, and wet grain.

Shrinkage on Cash Grain.—On street grain no elevator shall take a greater dockage than that shown by a proper test over a No. 10 sieve, except where grain contains foreign grain or seeds which cannot be taken out by a No. 10 sieve.

Dockage.—No elevator shall take a greater dockage than that shown by a proper test over a No. 10 sieve, except where grain contains foreign grain or seeds which cannot be taken out by a No. 10 sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the tests in the presence of the owner of the grain, when requested.

General.—When tough, damp, or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

The owner shall have the right to name the terminal elevator to which it shall be shipped.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS.

1. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final; unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

2. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

3. The elevator owner shall, on all grain shipped through the elevator, have the right to retain and hold the shipping bill until he receives a guarantee from the owner of the grain, another elevator owner, a licensed commission firm or individual, or any one else that the car may be sold to, that they will make proper adjustment as to the weight and grade. Upon receipt of storage tickets and lawful charges, the elevator owner shall deliver either the shipping bill to the party presenting the ticket or tickets, or a terminal warehouse receipt for the full amount of the grain called for in the ticket or tickets presented, up to the full carload.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final, unless the owner of the grain proves the shipping weights are not correct.

SESSIONAL PAPER No. 10d

Provided, however, that the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

RULES AND REGULATIONS FOR STORING BY GRADE AND DOCKAGE IN COUNTRY ELEVATORS.

Elevators that have a limited storage capacity, and not a sufficient number of bins to do special binning, so as to utilize to the fullest possible extent their storage space, shall receive and store grain under the following conditions:—

1. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

2. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

3. A proper sample must be drawn from each wagon load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator.

4. Such sample must be placed in a receptacle satisfactory to the owner of the grain.

5. After the grain is delivered the sample drawn must be properly mixed in the receptacle in which it has been placed. The owner and the elevator operator shall then take out of the quantity mixed at least three pounds, and place it in a receptacle which must be numbered and sealed, and so made that it can be securely locked. The receptacle shall be supplied by the elevator owner, and secured by a padlock. The lock shall be provided by the owner of the grain, and he shall retain possession of the key. The receptacle and key shall thereupon be immediately forwarded to the Chief Inspector of Grain, Winnipeg, Man., all charges prepaid. After receiving the inspector's certificate, showing grade and dockage, the operating agent shall issue a storage ticket, showing grade and dockage, as given by the chief inspector, for the full amount of grain taken into store, and shall deliver to the owner at his request, in not less than car load lots, on track or at a terminal point, the grade and quantity the storage tickets call for, after the owner has surrendered the storage receipts and paid or tendered all lawful charges against said grain.

6. The owner of the elevator shall, in all cases where grain is taken into store under the foregoing conditions, guarantee the grade and weight as specified in the storage ticket or tickets.

7. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp, or wet, and the elevator operator marks such ticket or tickets, "Out of condition, tough, damp, or wet," then whatever grade such sample may receive from the chief inspector, it will still grade "tough, damp, or wet."

8. If the elevator operator fails at any time to draw and preserve such samples in the manner stated, in the case of dispute the onus will be on the elevator operator to prove the proper grade, and not on the owner of the grain.

CHAPTER VII.

SURPLUSES AND SHORTAGES IN TERMINAL ELEVATORS.

A.—Surpluses and shortages in terminal elevators as prepared by the Chief Weighmaster, J. G. White.

B.—Adjustments made of the surpluses and shortages by the Chief Inspector, Geo. Serls.

A.

INDEX AND RECAPITULATION of Surpluses and Shortages in Wheat, Oats, Barley, Flax, and Rejected Mixed Grain, as at July 31, 1915, in the twelve Terminal Elevators at Port Arthur and Fort William.

Elevator.	No. Wheat.	SURPLUS.					DEFICIT.			
		Oats.	Barley.	Flax.	Mixed	Rejected Oats, Grain.	Barley.	Flax.	Mixed.	Rejected Mixed Grain.
	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Bush.	Bush.	Bush.	Lb.
Grand Trunk Pacific.....	1 & 2	72,017.20	19,384.28	1,518.26	2,164.44	388,240				
Canadian Pacific.....	3	1,150.50	522.02	750.26		168,880			1,766.09	
Empire, including Thunder Bay..	4 & 5	40,407.40	5,581.13	1,501.32		5,155			798.25	
Eastern.....	6	2,995.30	1,306.16	29.38		157,780				
Consolidated.....	7	25,167.10	13,624.22	833.06	2,142.09			367.30		533,644
Ogilvie	8	4,482.10	586.17							
Western	9	559.10	7,349.14	17.05	6,276.36	35,900				
Grain Growers.....	10	38,603.10	9,850.00	10,402.15		111,030				
Dominion Government.....	11	755.10	6,837.22	27.14	20,065.27					182,170
Horns	12	431.40		871.02	1,620.06	19,312	4,534.06			
Canadian Northern	13 & 14	28,830.40	14,472.02	4,555.46	65.40	237,033				3,770
Fort William.....	15 & 16	50,196.40	21,863.29	2,149.38	2,075.27					
Totals.....		265,597.10	101,378.29	23,057.08	34,410.21	1,123,330	4,534.06	367.30	2,564.34	719,584
Deduct Deficits.....			4,534.06	367.30	2,564.34	719,584				
Grand Total Net Surplus.....		265,597.10	96,844.23	22,689.26	31,845.43	403,746				

(1) GRAND TRUNK PACIFIC ELEVATOR.

STATEMENT, showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Over Shipped.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—					
1 Hard.....	5,336.50		5,336.50		
1 Northern.....	7,775.20		7,640.20	135.00	
2 Northern.....	11,924.40		11,358.10	566.30	
3 Northern.....	31,342.30		30,412.30	930.00	
No. 4.....	23,207.00		23,207.00		
No. 5.....	8,201.20		7,537.10	664.10	
No. 6.....	2,504.10		1,053.30	1,450.40	
Feed.....	18.10		18.10		
Rej. 3 Nor.....	128.20		161.30		33.10
Rej. No. 4.....	2,362.40		991.50	1,370.50	
Smt. 1 Nor.....			135.00		135.00
Smt. 2 Nor.....	481.40		479.20	2.20	
Smt. 3 Nor.....	2,354.40		794.30	1,560.10	
Smt. No. 4.....	1,622.20			1,622.20	
Smt. No. 5.....	296.50		296.50		
Smt. Rej. 2 Nor.....	100.40			100.40	
NG. 2 Nor. Tf.....	4,291.50		4,098.00	193.50	
NG. 3 Nor. Tf.....	403.20		400.40	2.40	
NG. No. 5 Tf.....		60.00		60.00	
NG. Smt. 1 Nor. Tf.....	174.40		174.40		
NG. Smt. 2 Nor. Tf.....	1,024.10		372.40	651.30	
NG. Smt. 3 Nor. Tf.....	1,025.20		1,136.30		111.10
NG. Smt. No. 4 Tf.....	8.30			8.30	
NG. Smt. No. 5 Tf.....	396.20		404.10		7.50
Rej. 1 Nor. Mxd. Htd.....	1,037.10		1,028.40	8.30	
Rej. 2 Nor. Rej. Mxd. Htd.....	1,314.20			1,314.20	
Rej. 3 Nor. Mxd. Htd.....	122.00		59.30	62.30	
Rej. No. 4 Mx. Htd.....	124.50			124.50	
Rej. No. 4 Mxd. Htd.....	1,087.50			1,087.50	
NG. No. 6 Tf. Rej. Mx. Htd.....	167.00		167.00		
Totals.....	108,834.30	60.00	97,264.30	11,917.10	287.10

Account Uncancelled Shipments—

1 Hard.....	51.20
1 Nor.....	17,260.50
2 Nor.....	13,535.30
3 Nor.....	12,832.00
No. 4.....	6,055.30
No. 5.....	1,884.20
Feed.....	8,767.50
Total.....	72,304.30
Over.....	72,304.30
Short.....	287.10
Total Net Surplus.....	72,017.20

SESSIONAL PAPER No. 10d

(2) GRAND TRUNK PACIFIC ELEVATOR.

Grades.	Official Stocks.	Outstanding warehouse Receipts.	Over.	Short.
<i>Oats—</i>	Bush.	Bush.	Bush.	Bush.
2 C.W. Oats.....	20,858.08	20,858.08		
3 C.W. Oats.....	12,771.30	12,771.30		
Ex. 1 Feed Oats.....	1,873.18	1,873.18		
1 Feed Oats.....	8,682.22	8,682.12	0.10	
2 Feed Oats.....	407.32	584.24		176.26
Rej. Oats.....	942.02	942.02		
NG. 1 Fd. Oats Tf.....		1,776.06		1,776.06
NG. Rej. Oats Tf. Mx. Htd.....	43.08		43.08	
NG. Tf. Cond. Oats Mx. Htd.....	486.06	486.06		
Totals.....	46,065.24	47,975.04	43.18	1,952.32

Account Uncancelled Shipments—

2 C.W. Oats.....	6,208.06
3 C.W. Oats.....	3,322.08
Ex. 1 Feed.....	4,350.20
1 Feed.....	706.26
2 Feed.....	4,409.14
Rej.	97.12
Rej. 3 CW. Tf.....	292.32
NG. 3 CW. Tf.....	331.26
Rej. Mx. Htd.....	575.00

Total..... 20,337.26

Total Net Surplus..... 19,384.28

<i>Barley—</i>				
3 C.W. Barley.....	3,847.14	2,346.42	1,500.20	
4 C.W. Barley.....	577.44	1,312.24		734.28
Feed Barley.....	357.44		357.44	
Rej. Barley.....	285.00		285.00	
NG. 3 C.W. Bar. Tf.....	109.38		109.38	
Totals.....	5,177.44	3,659.18	2,253.06	734.28
Total net Surplus.....			1,518.26	
<i>Flax—</i>				
1 NWC. Flax.....	87,329.26	90,900.41		3,571.15
2 C.W. Flax.....	12,401.46	12,504.03		102.13
3 C.W. Flax.....	2,993.37	1,872.28	1,121.09	
Rej. Flax Mx. Bkn. Wht.....	5,191.02	128.44	5,062.14	
Rej. 1 NWC. Flax.....		275.10		275.10
Rej. 1 NWC. Fx. Mx. Htd.....	2,558.08	1,722.29	835.35	
Rej. 2 C.W. Fx. Mx. Htd.....	45.20	1,008.00		962.36
Cond. Flax.....	128.32	71.28	57.04	
Totals.....	110,648.03	108,483.15	7,076.06	4,911.18
Total Net Surplus.....			2,164.44	
<i>Rye—</i>				
2 C.W. Rye.....	119.46	119.46		
Rej. Rye.....	189.46	189.46		
Totals.....	309.36	309.36		
<i>Mixed Grain.</i>	Lb.	Lb.	Lb.	
Rej. Mx. Gn. Wht. and Oats.....	90,240	7,190	83,050	
Rej. Mx. Gn. Bar. and Wht.....	35,760		35,760	
Rej. Mx. Gn. Wht. Oats and Wld Oats.....	500		500	
Cond. Mx. Gn. Wht. Oats and Bar.....	268,930		268,930	
Totals.....	395,430	7,190	388,240	
Total Net Surplus.....			388,240	

6 GEORGE V, A. 1916

(3) CANADIAN PACIFIC ELEVATOR "D."

STATEMENT, showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>				
1 Hard	2,136.40	2,101.10	35.30	
1 Northern..	22,065.10	20,402.50	1,662.20	
2 Northern..	26,737.10	23,832.30	2,904.40	
3 Northern..	14,097.40	17,397.10		3,299.30
No. 4	2,335.00	4,679.30		2,344.30
2 Alberta Red Winter	1,212.30	1,052.40	159.50	
No. 4 Alberta Red Winter.	21.00		21.00	
No. 6.		1,267.10		1,267.10
Feed.		0.50		0.50
Smt. 3 Nor.	2,709.50		2,709.50	
Smt. No. 4.	570.00		570.00	
NG. Smt. 2 Nor. Tf.		66.50		66.50
Ng. Rej. 3 Nor. Tf. Mx. Htd.	67.50		67.50	
Rej. 3A. R.W. Mx. Htd.		1.00		1.00
Dried Rej. 3 Nor. Mx. Htd.		0.20		0.20
Totals.....	71,952.50	70,802.00	8,131.00	6,980.10
Total Net Surplus.....			1,150.50	
<i>Oats—</i>				
2 C.W. Oats.....	7,468.18	6,910.10	558.08	
1 Feed Oats.....	2,198.08	1,979.04	219.04	
2 Feed Oats.....	1,236.26	737.02	499.24	
NG. 3 C.W. Oats Tf.	1,872.32	1,859.04	13.28	
Rej. Oats.....	1,876.26		1,876.26	
Rej. Oats Mx. Htd.		2,645.20		2,645.20
Totals.....	14,653.08	14,131.06	3,167.22	2,645.20
Total Net Surplus.....			522.02	
<i>Barley—</i>				
3 C.W. Barley.....	591.32		591.32	
4 C.W. Barley.....	1,355.00	1,335.20	19.28	
Feed Barley.....	286.22	264.38	21.32	
Rej. Barley.....	2,268.36	2,151.06	117.30	
Totals.....	4,501.42	3,751.16	750.26	
Total Net Surplus.....			750.26	
<i>Flax—</i>				
1 NWC. Flax.....	1,461.54	2,376.17		914.19
2 C.W. Flax.....		830.19		830.19
3 C.W. Flax.....		21.27		21.27
Totals.....	1,461.54	3,228.07		1,766.09
Total Net Deficit.....				1,766.09
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Grain.....	236,380	76,990	168,880	
Rej. Mx. Gn. Barley and Wheat.	9,490			
Totals.....	245,870	76,990	168,880	
Total Net Surplus.....			168,880	

SESSIONAL PAPER No. 10d

(4) EMPIRE (INCLUDING THUNDER BAY ELEVATOR).

STATEMENT, showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Over Shipped.	Outstanding Warehouse Receipts.	Over.	Short.
<i>Wheat—</i>	Bush.	Bush.	Bush.	Bush.	Bush.
1 Northern.....	11,977.40		11,422.50	554.50	
2 Northern.....	55,778.50		55,575.40	203.10	
3 Northern.....	12,639.30		12,222.50	416.40	
No. 4.....	9,069.50		8,842.30	227.20	
No. 5.....	136.10		298.00		161.50
No. 6.....	1,153.50		1,178.10		24.20
Rej. 1 Nor.....	257.00		246.40	10.20	
Rej. 2 Nor.....	1,103.00		1,624.20		521.20
Rej. 3 Nor.....		42.20	33.10	42.20	33.10
Smt. 2 Nor.....	550.20		462.20	88.00	
Smt. 3 Nor.....	519.50		241.20	278.30	
Smt. No. 4.....	4.20			4.20	
Smt. Rej. 2 Nor.....	1,017.20		1,015.10	2.10	
Smt. No. 2 Nor. Tf.....	1,987.40		1,987.40		
NG. Rej. 2 Nor. Tf. Mx. Htd.....		5.50		5.50	
NG. Rej. 3 Nor. Tf. Mx. Htd.....		8.30		8.30	
Rej. No. 4 Mx. Htd.....		0.40		0.40	
Rej. No. 4 Mx. Gravel.....		9.20		9.20	
Cond. Wht.....	4,187.40		3,391.20	796.20	
Totals.....	100,383.00	66.40	98,542.00	2,648.20	740.40

Account Uncancelled Shipments—

1 Nor.....	21,000 00
2 Nor.....	15,000.00
3 Nor.....	2,500.00
Total.....	41,148.20
Total Net Surplus.....	40,407.40

<i>Oats—</i>					
2 C.W. Oats.....	42,188.05		41,921.26	266.13	
3 C.W. Oats.....	9,076.26		9,034.04	42.22	
Ex. 1 Feed.....	1,973.08		1,777.32	195.10	
1 Feed Oats.....	4,042.32		4,018.08	24.24	
2 Feed Oats.....	64.14		52.02	12.12	
NG. 2 C.W. Oats Tf.....	23,351.06		23,350.10	0.30	
Rej. Oats Mx. Htd.....	0.04			0.04	
Cond. Oats Fire Burnt.....	4,759.24		4,759.24		
Totals.....	85,456.17		84,914.04	542.13	

Account Uncancelled Shipments—

Rej. Oats Mx. Htd.....	5,039.00
Total.....	5,581.13
Total Net Surplus.....	5,581.13

<i>Barley—</i>					
3 C.W. Barley.....	2,172.44		272.14	1,900.30	
4 C.W. Barley.....	353.00		352.38	0.10	
Feed Barley.....	0.40			0.40	
Cond. Bar. Fire Burnt.....	672.44		672.44		
Totals.....	3,199.32		1,298.00	1,901.32	
Total Net Surplus.....				1,901.32	

(5) EMPIRE (INCLUDING THUNDER BAY ELEVATOR).

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
Flax--				
1 N.W.C. Flax.....	124,568.37	124,653.22		84.41
2 C.W. Flax.....	27,380.17	27,842.49		462.32
3 C.W. Flax.....	890.47	938.18		47.27
Rej. Flax.....	15.48	26.12		10.20
Rej. Flax Mx. Bkn. Wht.....	10.00	10.00		
Rej. 1 NWC. Flx. Mx. Htd.....	1,439.46	1,645.18		205.28
Rej. 2 C.W. Flx. Mx. Htd.....	1,607.53	1,554.26	53.27	
Cond. Flax.....	1,515.02	1,556.18		41.16
Totals.....	157,428.26	158,226.51	53.27	851.52
Total Net Deficit.....				798.25
Mixed Grain--	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn.....	31.225	26,070	5,155	
Cond. Mx. Gn.....	244,280	244,280		
Totals.....	275,505	270,350	5,155	
Total Net Surplus.....			5,155	

SESSIONAL PAPER No. 10d

(6) EASTERN ELEVATOR "A" AND "C."

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Over Shipped.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>					
1 Northern.....	6,658.50		4,549.00	2,109.50	
2 Northern.....	23,005.40		16,749.40	6,256.10	
3 Northern.....	13,621.00		19,362.20		5,741.20
No. 4.....	4,245.00		5,270.00		1,025.00
No. 5.....	25.10			25.10	
2 Alberta Red Winter.....	2,231.10		2,231.10		
Rej. 1 Nor.....	31.00			31.00	
Rej. 3 Nor.....	254.40			254.40	
Smt. 1 Nor.....	776.30		751.10	25.20	
Smt. 2 Nor.....	1,524.40		1,582.10		57.30
Smt. 3 Nor.....	1,284.00		1,207.50	76.10	
Smt. No. 4.....	557.00		511.20	45.40	
NG. 2 Nor. Tf.....	1,816.40		905.40	911.00	
NG. 3 Nor. Tf.....	2,161.30		2,381.40		220.10
NG. Rej. 1 Nor. Tf.....	115.0			11.50	
NG. Smt. 2 Nor. Tf.....	2,427.40		2,376.30	51.10	
NG. Smt. 3 Nor. Tf.....	262.00		21.40	240.20	
NG. Tf. Smt. No. 4.....	637.40		637.40		
Rej. No. 4 Mx. Htd.....	3.10			3.10	
NG. Rej. No. 4 Tf. Mx. Htd.....	449.50		451.50		2.00
Totals.....	61,985.10		58,989.40	10,041.30	7,046.00
Total Net Surplus.....			2,995.30		
<i>Oats—</i>					
2 C.W. Oats.....	10,119.04		9,883.28	235.10	
3 C.W. Oats.....	8,893.28		8,879.24	14.04	
Ex. 1 Feed Oats.....	9,193.18		9,173.28	19.24	
1 Feed Oats.....	11,897.12		11,892.12	5.00	
2 Feed Oats.....	902.32		249.24	653.08	
Rej. Oats.....	372.22			372.22	
NG. Rej. Oats Tf.....		6.16		6.16	
Totals.....	41,379.14	6.16	40,079.14	1,306.16	
Total Net Surplus.....				1,306.16	
<i>Barley—</i>					
3 C.W. Bar.....	110.40		90.20	20.20	
4 C.W. Bar.....		0.30		0.30	
Feed Bar.....	1.22			1.22	
NG. 3 C. W. Bar. Tf.....		1.42		1.42	
NG. Rej. Bar. Tf. Mx. Htd.....	170.00		164.28	5.20	
Totals.....	282.14	2.24	255.00	29.38	
Total Net Surplus.....				29.38	
<i>Mixed Grain—</i>	Lb.		Lb.	Lb.	
Rej. Mx. Gn. Wht. and Oats.....	3,330		2,270	1,060	
NG. Rej. Mx. Gn. Tf. Bar. and Wht	2,300			2,300	
NG. Rej. Mx. Gn. Tf. Wht. Oats and Barley.....	92,870			92,870	
NG. Mx. Gn. Wht. Ots and Wils Ots Rej. Mx. Htd.....	61,550			61,550	
Totals.....	160,050		2,270	157,780	
Total Net Surplus.....				157,780	

6 GEORGE V, A. 1916

(7) CONSOLIDATED ELEVATOR.

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
<i>Wheat—</i>	Bush.	Bush.	Bush.	Bush.
1 Hard	462.20	462.20		
1 Northern	17,298.20	17,631.10		
2 Northern	55,014.20	55,014.20		
3 Northern	17,987.50	17,987.50		
No. 4	12,106.30	12,106.30		
No. 6	1,457.20	1,457.20		
Smty. 2 Nor.	1,288.30	1,288.30		
Smty. No. 4	1,202.30	1,202.30		
NG. 3 Nor. Tf. and Smty.	335.50	335.50		
Rej. No. 4 Mx. Fire Burnt.	1,091.00	1,091.00		
Totals	108,244.30	108,577.20		332.50
<i>Account Uncancelled Shipments—</i>				
1 Nor.			20,000.00	
3 Nor.			5,500.00	
Totals			25,500.00	
Total Net Surplus			25,167.10	
<i>Oats—</i>				
2 C.W. Oats	13,175.12	12,800.24	374.22	
3 C.W. Oats	8,441.06	8,441.06		
1 Feed Oats	220.30	220.30		
2 Feed Oats	1,238.28	788.28	450.00	
Rej. Oats	2,053.18	2,053.18		
Totals	25,129.26	24,305.04	824.22	
<i>Account Uncancelled Shipments—</i>				
2 C.W. Oats			12,800.00	
Total			13,624.22	
Total Net Surplus			13,624.22	
<i>Barley—</i>				
3 C.W. Bar.	1,215.40	382.34	833.06	
4 C.W. Bar.	537.24	537.24		
Totals	1,753.16	920.10	833.06	
Total Net Surplus			833.06	
<i>Flax—</i>				
1 NWC. Flax	92,521.35	87,338.38	5,182.53	
2 C.W. Flax	31,978.55	32,631.32		652.33
3 C.W. Flax	1,612.35	1,645.24		32.45
Rej. Flax		1,017.08		1,017.08
Rej. 1 NWC. Mx. Bkn. Wht.		46.04		46.04
NG. 1 NWC. Tf.		1,221.55		1,221.55
NG. 2 C.W. Tf.	91.10	92.52		1.42
Rej. Mx. Htd.		63.38		63.38
Cond. Mx. Htd.		4.43		4.43
Totals	126,204.23	124,062.14	5,182.53	3,040.44
Total Net Surplus			2,142.09	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn. Oats and Wht.	24,240	557,884		553,644
Total Net Deficit				533,644

SESSIONAL PAPER No. 10d

(8) OGILVIE'S ELEVATOR.

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>				
1 Northern.....	27,070.00	26,356.40	713.20	
2 Northern.....	143,744.00	137,858.30	5,885.30	
3 Northern.....	68,121.50	64,468.30	3,653.20	
No. 4.....	38,738.20	42,321.40		3,583.20
No. 5.....	22,131.00	23,529.30		1,398.30
No. 6.....	1,353.30	1,337.30	16.00	
Rej. 1 Nor.....	29,999.10	29,167.40	831.30	
Rej. 2 Nor.....	6,163.50	6,143.40	20.10	
Rej. 3 Nor.....	5,018.20	5,482.50		464.30
2 Alberta Red Winter.....	4,043.10	4,143.50		100.40
NG. 1 Nor. Tf.....		1,090.40		1,090.40
Totals.....	346,383.10	341,901.00	11,119.50	6,637.40
Total Net Surplus.....			4,482.10	
<i>Oats—</i>				
2 C.W. Oats.....	11,254.04	11,939.14		685.10
3 C.W. Oats.....	14,642.22	14,328.26	313.30	
Ex. 1 Feed Oats.....	5,489.14	3,967.32	1,521.16	
1 Feed Oats.....	3,328.18	3,122.33	205.19	
2 Feed.....	7,305.00	7,917.32		612.32
Rej. Oats.....		156.06		156.06
Totals.....	42,019.24	41,433.07	2,040.31	1,454.14
Total Net Surplus.....			586.17	
<i>Barley—</i>				
3 C.W. Barley.....	2,211.32	1,866.40	344.40	
4 C.W. Barley.....		630.08		630.08
Rej. Barley.....	1,351.22	1,433.36		82.14
Totals.....	3,563.06	3,930.36	344.40	712.22
Total Net Deficit.....				367.30

(9) WESTERN ELEVATOR.

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
Wheat—				
1 Northern..	15,853.50	11,300.10	4,553.40	
2 Northern..	16,302.30	16,767.40		465.10
3 Northern.....	20,033.30	27,407.40		7,374.10
3 Alberta Red Winter.....	1,900.00	1,901.10		1.10
No. 4.....	16,455.00	16,992.30		537.30
No. 5.....	2,651.50	2,694.10		42.20
No. 6.....	671.40	667.20	4.20	
Rej. 2 Nor.....		1.50		1.50
Smt. 1 Nor.....	1,178.10	1,175.30	2.40	
Smt. 2 Nor.....	2,416.50	2,414.50	2.00	
Smt. 3 Nor.....	191.10	190.30	0.40	
Smt. No. 4.....	1,072.30	1,071.20	1.10	
Smt. No. 5.....	43.30		43.30	
NG. 2 Nor. Tf.....	2,778.10	2,396.10	382.00	
NG. 3 Nor. Tf.....	11.10		11.10	
NG. Smt. 2 Nor. Tf.....	917.10	901.50	15.20	
NG. Smt. 3 Nor. Tf.....	1,054.20	1,054.30		0.10
Rej. 1 Nor. Mx. Htd.....	1,001.50	1,002.50		1.00
Rej. 2 Nor. Mx. Htd.....	787.20	786.50	0.30	
Rej. No. 4 Mx. Htd.....	1,051.00	1,045.30	5.30	
NG. Rej. 2 Nor. Tf. Mx. Htd.....	729.10	768.50		39.40
Rej. 2 Nor. Mx. Fire Brnt.....	241.40	242.00		0.20
Totals.....	87,342.20	90,783.10	5,022.30	8,463.20

Account Uncancelled Shipments—	
2 Nor.....	4,000.00
Total.....	9,022.30
Total Net Surplus.....	559.10

Oats—				
2 C.W. Oats.....	2,116.06	2,060.10	55.30	
3 C.W. Oats.....	647.02	646.16	0.20	
1 Feed.....	3,281.06	3,279.04	2.02	
2 Feed.....	1,479.14	1,188.18	290.30	
Totals.....	7,523.28	7,174.14	349.14	

Account Uncancelled Shipments—	
2 Feed.....	7,000.00
Total.....	7,349.14
Total Net Surplus.....	7,349.14

Barley—				
3 C.W. Bar.....	15.01		15.01	
NC. 3 CW. Bar. Tf.....	3,796.12	3,795.10	1.02	
NG. Rej. Bar. Tf. Mx. Htd.....	1.02		1.02	
Totals.....	3,812.15	3,795.10	17.05	
Total Net Surplus.....			17.05	

SESSIONAL PAPER No. 10d

(9) WESTERN ELEVATOR.—*Concluded.*

STATEMENT Showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Flax—</i>				
1 N.W.C. Flax.....	231,312.07	227,276.54	4,035.09	
2 C.W. Flax.....	38,071.20	38,693.34		622.14
3 C.W. Flax.....	3,141.40	3,185.39		43.55
Rej. Flax.....	3,055.28	159.42	2,895.42	
Rej. 1 NWC.. Flax Mx. Bkn. Wht.....		1.40		1.40
NG. 1 NWC. Fx. Tf.....	292.18	300.12		7.50
Rej. 1 NWC. Fx. Mx. Htd.....	70.14	48.38	21.32	
Totals.....	275,943.15	269,666.35	6,952.27	675.47
Total Net Surplus.....			6,276.36	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn. Wht. O. and Bar.....	78,670	42,770	35,900	
Total Net Surplus.....			35,900	

6 GEORGE V, A. 1916

(10) GRAIN GROWERS' ELEVATORS "B" AND "E."

STATEMENT showing Official Stocks, July 31, 1915.

Grades	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
<i>Wheat</i>	Bush.	Bush.	Bush.	Bush.
1 Hard.....	2,384.20	2,376.00	8.20	
1 Northern.....	43,897.20	38,538.50	5,358.30	
2 Northern.....	85,419.50	81,284.50	4,135.00	
3 Northern.....	53,425.00	55,672.20		2,247.20
No. 4.....	17,972.30	18,051.00		78.30
No. 5.....	6,128.40	6,523.10		394.30
No. 6.....	1,146.00	1,120.40	25.20	
1 Alberta Red Winter.....	42.00	4.50	37.10	
2 ".....	3,460.10	3,620.10		160.00
3 ".....	1,300.40	1,300.40		
Rej. 1 Nor.....	3,268.30	3,041.00	227.30	
Rej. 2 Nor.....	16,767.30	909.00	15,858.30	
Rej. 3 Nor.....	658.00	1,035.30		377.30
Rej. No. 4.....	3,111.50		3,111.50	
Rej. 2 Nor. Mx. Htd.....	7,126.40	1,473.20	5,653.20	
Rej. 3 Nor. Mx. Htd.....	2,929.40		2,929.40	
Rej. 3 Nor. Rej. Mx. Htd.....	445.10		445.10	
No. Established Grade.....	64.50		64.50	
NG. Cond. No. 1 Damp.....	4,005.50		4,005.50	
Totals.....	253,554.30	214,951.20	41,861.00	3,257.50
Total Net Surplus.....			38,603.10	
<i>Oats—</i>				
1 C.W. Oats.....	145.10	113.28	31.16	
2 C.W. Oats.....	56,932.32	56,932.32		
3 C.W. Oats.....	23,879.08	17,442.06	6,437.02	
Ex. 1 Feed Oats.....	2,880.10	1,889.24	990.20	
1 Feed.....	1,541.16	2,041.06		499.24
2 Feed.....	3,520.20	5,517.12		1,996.26
Rej. Oats.....	911.26		911.26	
Totals.....	89,811.20	83,937.06	8,370.30	2,496.16
Account Uncancelled Shipments—				
2 C.W. Oats.....			3,975.20	
Total.....			12,346.16	
Total Net Surplus.....			9,850.00	
<i>Barley—</i>				
3 C.W. Barley.....	716.32	717.02		.18
4 C.W. Barley.....	2,298.00	2,299.34		1.34
Feed Barley.....	4,384.18	726.32	3,657.34	
Rej. Bar.....	1,954.27	880.10	1,074.17	
Rej. 3 C.W. Bar. Mx. Htd.....	4,863.16		4,863.16	
Totals.....	14,216.45	4,623.30	9,595.19	2.04
Account Uncancelled Shipments—				
4 C.W. Bar.....			809.00	
Total.....			10,404.19	
Total Net Surplus.....			10,402.15	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn. Bar. and Wht.....	118,290	7,260	111,030	
Total Net Surplus.....			111,030	

SESSIONAL PAPER No. 10d

(11) DOMINION GOVERNMENT ELEVATOR, PORT ARTHUR, ONT.

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Over Shipped.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>					
1 Northern.....	19,919.30		17,231.10	2,688.20	
2 Northern.....	62,197.20		64,082.10		1,884.50
3 Northern.....	28,032.50		27,338.00	694.50	
No. 4.....	10,527.20		13,545.30		3,018.10
No. 5.....	1,193.40		1,176.50	16.50	
Rej. No. 4.....	1,077.50		1,077.50		
NG. Smty. 3 Nor. Tf.....	2,501.50		2,554.30		52.40
NG. Rej. 3 Nor. Tf. Mx. Htd.....		5.50		5.50	
NG. Rej. No. 4 Tf. Mx. Htd.....	530.50		533.20		2.30
Rej. 2 Nor. Mx. Htd.....	2.30			2.30	
NG. Cond. No. 2 Mx. Fire Brnt.....	1,315.50		1,330.20		14.30
Totals.....	127,299.30	5.50	128,869.40	3,408.20	4,972.40
Specially Binned Account Bole's Gn. Co. No. 5 CC.....	2,319.30			2,319.30	
	129,619.00	5.50	128,869.40	5,727.50	4,972.40
Total Net Surplus.....				755.10	
<i>Oats—</i>					
2 C.W. Oats.....	39,205.33		34,867.15	4,338.18	
3 C.W. Oats.....	11,253.28		9,999.24	1,254.04	
Ex. 1 Feed Oats.....	12,440.00		12,457.12		17.12
1 Feed.....	7,149.04		5,459.24	1,689.14	
2 Feed.....	5,578.08		5,499.04	79.04	
NG. 2 C.W. Oats Tf.....	94.14		578.08		483.28
NG. 3 C.W. Oats Tf.....	10,919.24		10,942.02		22.12
NG. Tf. 1 Fd. Oats.....	1,105.10		1,105.10		
NG. Tf. 2 Fd. Oats.....	489.24		489.24		
Rej. Oats Mx. Fire Brnt.....	3,130.10		3,130.10		
Totals.....	91,366.19		84,528.31	7,361.06	523.18
Total Net Surplus.....				6,837.22	
<i>Barley—</i>					
3 C.W. Bar.....	2,445.00		2,455.40		10.40
4 C.W. Bar.....	2.04			2.04	
NG. 3 C.W. Bar. Tf.....	12.24			12.24	
NG. 4 C.W. Bar. Tf.....	23.26			23.26	
Dried Rej. Bar. Mx. Htd.....	358.16		358.16		
NG. Tf. Rej. Bar. Musty.....	255.00		255.00		
Totals.....	3,096.22		3,069.08	38.06	10.40
Total Net Surplus.....				27.14	
<i>Flax—</i>					
1 N.W.C. Flax.....	93,370.02		73,895.21	19,474.37	
2 C.W. Flax.....	23,331.40		23,670.26		338.42
Rej. Flax.....	90.31		81.37	8.50	
Rej. 1 NWC. Flx. Mx. Htd.....	920.38			920.38	
NG. Tf. Cond. Fx. Htd.....	140.28		140.28		
Totals.....	117,853.27		97,788.00	20,404.13	338.42
Total Net Surplus.....				20,065.27	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn. Wht. and Bar.....	20,010		202,180		182,170
Total Net Deficit.....					182,170

6 GEORGE V, A. 1916

(12) HORN'S ELEVATOR.

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush..
<i>Wheat—</i>				
2 Northern.....	1,978.30	2,057.20		78.50
3 Northern.....	1,704.10	1,636.50	67.20	
No. 4.....	15.50	83.30		67.40
Smty. 2 Nor.....		3.20		3.20
Smty. 3 Nor.....		53.40		53.40
Rej. 3 Nor. Mx. Htd.....	240.00		240.00	
Cond. No. 1 Htd.....	327.50		327.50	
Totals.....	4,266.20	3,834.40	635.10	203.30
Total Net Surplus.....			431.40	
<i>Oats—</i>				
2 C.W. Oats.....		4,356.10		4,356.10
3 C.W. Oats.....	4,277.22	4,278.11		0.24
1 Feed.....		127.26		127.26
2 Feed.....		49.14		49.14
Totals.....	4,277.22	8,811.28		4,534.06
Total Net Deficit.....				4,534.06
<i>Barley—</i>				
3 C.W. Barley.....	871.02		871.02	
Total Net Surplus.....			871.02	
<i>Flax—</i>				
1 N.W.C. Flax.....	23,024.33	22,334.12	690.21	
2 C.W. Flax.....	9,945.50	8,807.15	1,138.35	
3 C.W. Flax.....	726.35	1,079.04		352.25
Rej. Flax.....		7.29		7.29
Rej. 2 CW. Flax Mx. Htd.....	155.50		155.50	
Cond. Flax.....		4.46		4.46
Totals.....	33,853.00	32,232.50	1,984.50	364.44
Total Net Surplus.....			1,620.06	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Grain.....	27,401	8,089	19,312	
Total Net Surplus.....			19,312	

SESSIONAL PAPER No. 10d

(13) CANADIAN NORTHERN ELEVATOR "A" AND "B."

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>				
1 Hard.....	1,576.00	1,033.40	542.20	
1 Northern.....	66,562.10	67,118.30		556.20
2 Northern.....	68,791.00	69,292.10		501.10
3 Northern.....	27,353.30	27,057.20	296.10	
No. 4.....	15,760.10	15,621.10	139.00	
No. 5.....	1,685.00	1,663.40	21.20	
No. 6.....	1,730.00	1,699.50	30.10	
Rej. 1 Nor.....	821.40	821.40		
Rej. 2 Nor.....	3,153.30	2,501.40	651.50	
Rej. 3 Nor.....	1,717.40	1,717.30	0.10	
Rej. No. 4.....	1,008.30	1,008.30		
Smt. 1 Nor.....	1.40		1.40	
Smt. 2 Nor.....	6,454.50	3,929.50	2,525.00	
Smt. 3 Nor.....	14,335.30	12,961.40	1,373.50	
Smt. No. 4.....	996.50	710.40	286.10	
Smt. No. 5.....	402.30	348.20	54.10	
Smt. Rej. 2 Nor.....	1.40		1.40	
Smt. Rej. 3 Nor.....	486.30	459.30	27.00	
Smt. Rej. No. 4.....	475.20	475.20		
Dried 1 Nor.....	7.00		7.00	
NG. 1 Nor. Tf.....	402.50	402.50		
NG. 2 Nor. Tf.....	1,889.50	1,889.50		
NG. 3 Nor. Tf.....	2,523.40	2,523.40		
NG. Tf. Rej. 3 Nor.....	563.40	563.40		
NG. No. 4 Tf.....	950.30	950.30		
NG. No. 6 Tf.....	793.40	793.40		
NG. Smt. 2 Nor. Tf.....	40.10	40.10		
NG. Smt. 3 Nor. Tf.....	1,540.20	1,540.20		
NG. 3 Nor. Tf. Smutty.....	372.00	372.00		
NG. Smt. No. 4 Tf.....	355.30	355.30		
NG. Rej. 2 Nor. Tf. Rel. Mx. Htd.....	497.50	497.50		
Dried Rej. 2 Nor. Rej. Mx. Htd.....	0.50		0.50	
NG. Smt. 3 Nor. Tf. Rej. Mx. Htd.....	13.30	13.30		
Smt. 3 Nor. Rej. Mx. Htd.....	3,223.50	2,238.00	985.50	
Rej. 3 Nor. Rej. Mx. Mtd.....	1,979.00		1,979.00	
Rej. No. 4 Htd.....	1,069.40	1,069.40		
NG. Rej. No. 4 Tf. Mx. Htd.....	626.40	626.40		
Rej. 2 Nor. Mx. Fire Brnt.....	2,211.40	1,967.50	243.50	
Totals.....	232,376.10	224,266.40	9,167.00	1,057.30

Account Uncancelled Shipments—

1 Nor.....	14,512.50
2 Nor.....	6,203.20

Total.....	29,833.10
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Total Net Surplus.....	23,830.40
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6 GEORGE V, A. 1916

(14) CANADIAN NORTHERN ELEVATOR "A" AND "B."

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Oats</i>				
2 C.W. Oats.....	30,447.10	30,685.18		238.08
3 C.W. Oats.....	9,695.12	9,747.22		52.10
Ex. 1 Feed.....	9,918.04	9,918.04		
1 Feed.....	2,493.28	2,493.28		
2 Feed.....	3,356.08	3,356.08		
NG. 2 C.W. Tf.....	1,327.32	1,327.32		
NG. 3 C.W. Tf.....	11,573.08	11,573.08		
NG. 2 Fd. Oats. Tf.....	1,365.00	1,365.00		
Rej. Oats Mx. Htd.....	2,229.24	2,229.24		
Separated Oats.....	3,435.10		3,435.10	
Oats, Wild Oats Mx.....	520.20	520.20		
NG. Tf. Rej. Oats Mx. Htd.....	3,563.28	3,563.28		
Totals.....	79,926.14	76,781.22	3,435.10	290.18

Account Uncancelled Shipments—

2 C.W. Oats.....	4,450.12
3 C.W. Oats.....	1,451.20
Ex. 1 Feed.....	26.08
1 Feed.....	7.32
NG. 2 C.W. Tf.....	10.30
NG. 3 C.W. Tf.....	6.26
NG. 2 Fd. Oats Tf.....	2.22
Rej. Mx. Htd.....	5,370.30
Total.....	14,762.20
Total Net Surplus.....	14,472.02

Barley—

3 C.W. Barley.....	5,719.36	3,935.10	1,784.26	
4 C.W. Barley.....	4,782.44	4,782.44		
Feed Bar.....	705.00	704.08	0.40	
NG. 4 C.W. Tf.....	1,554.38	1,554.38		
Rej. Barley.....	2,631.42		2,631.42	
NG. Tf. Rej. Bar. Mx. Htd.....	280.40	280.40		
Totals.....	15,675.08	11,257.44	4,417.12	

Account Uncancelled Shipments—

4 C.W. Barley.....	138.34
Total.....	4,555.46
Total Net Surplus.....	4,555.46

Flax—

1 N.W.C. Flax.....	220,806.46	220,296.46	510.00	
2 C.W. Flax.....	29,011.16	29,403.18		392.02
3 C.W. Flax.....	2,188.51	2,175.39	13.12	
Rej. Flax.....	401.49	117.43	284.06	
Rej. 1 N.W.C. Flax Mx. Htd.....	432.29	782.05		349.32
Rej. 2 C.W. Flax Mx. Htd.....	25.40	25.40		
Totals.....	252,867.07	252,801.23	807.18	741.34
Total Net Surplus.....			65.40	

Mixed Grain—

Rej. Mx. Grain.....	Lb. 315,818	Lb. 78,785	Lb. 237,033	Lb.
Total Net Surplus.....			237,033	

SESSIONAL PAPER No. 10d

(15) FORT WILLIAM ELEVATOR "F."

STATEMENT showing Official Stocks, July 31, 1915.

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>				
1 Northern.....	103,208.10	53,745.50	49,462.20	
2 Northern.....	37,718.20	36,846.20	872.00	
3 Northern.....	69,938.00	70,196.20		258.20
No. 4	11,811.40	11,745.10	66.30	
No. 5.....	321.50	321.50		
1 Alberta Red Winter.....	841.40	794.00	47.40	
No. 2 White Winter.....	476.30	485.40		9.10
2 Alberta Red Winter.....	22,443.00	22,443.00		
Rej. 1 Nor.....	1,124.30	1,172.00		47.30
Rej. 3 Nor.....	7,821.10	7,821.10		
Smt. 1 Nor.....		3.50		3.50
Smt. 2 Nor.....	15.00	2.50	12.10	
Smt. 3 Nor.....	1,096.10	1,124.10		28.0
Smt. No. 4.....	1,037.00	1,037.00		
NG. 2 Nor. Tf.....	429.40	351.20	78.20	
NG. 2 Alta. Red Winter Tf.....	1,094.00	1,094.00		
NG. 3 Nor. Tf. and Musty.....	5.20		5.20	
NG. Tf. Rej. 3 Nor.	1,014.40	1,014.40		
NG. Tf. Smt. 2 Nor.....	1,531.30	1,531.30		
NG. Tf. Smt. 3 Nor.....	4,824.40	4,827.10		2.30
NG. Damp Smt. 3 Nor.....	2.30		2.30	
NG. Tf. Smt. No. 4.....	1,366.10	1,366.10		
NG. Tf. Smt. Rej. 2 Nor.....	268.20	268.20		
Rej. 1 Nor. Mx. Htd.....	1,078.40	1,078.40		
Rej. 2 Nor. Mx. Htd.....	2,794.00	2,794.00		
Rej. No. 4 Mx. Fire Brnt.....	145.00	145.50		
Totals.....	272,407.30	222,210.50	50,546.50	350.10
Total Net Surplus.....			50,196.40	
<i>Oats—</i>				
2 C.W. Oats.....	34,845.02	13,810.03	21,034.33	
3 C.W. Oats.....	12,970.00	13,024.24		54.24
Ex. 1 Feed Oats.....	19,102.02	19,119.24		17.22
1 Feed Oats.....	300.20	14.14	286.06	
2 Feed Oats.....	12,046.06	11,492.20	553.20	
NG. 2 C.W. Oats Tf.....	0.30		0.30	
NG. 3 CW. Oats Tf.....	7,192.02	7,121.06	70.30	
NG. 2 Feed Oats Tf.....	1,882.12	1,900.00		17.22
Rej. Oats.....	7.12		7.12	
Totals.....	88,346.18	66,482.23	21,953.29	90.00
Total Net Surplus.....			21,863.29	

6 GEORGE V, A. 1916

(16) FORT WILLIAM ELEVATOR "F."

Grades.	Official Stocks.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Barley—</i>				
3 C.W. Barley	2,108.06		2,108.06	
4 C.W. Barley	813.26	813.26		
Rej. Bar	148.46	153.06		4.03
NG. 3 C.W. Bar. Tf.	18.36		18.36	
NG. 3 C.W. Bar. Tf. and Musty	27.04		27.04	
NG. Tf. 4 C.W. Bar.	540.30	540.30		
NG. Rej. 4 C.W. Bar. Tf. Mx. Htd.	1,327.04	1,327.04		
Totals	4,984.08	2,834.18	2,153.46	4.03
Total Net Surplus.			2,149.38	
<i>Flax—</i>				
1 N.W.C. Flax	123,667.13	119,491.39	4,175.30	
2 C.W. Flax	20,398.32	22,437.16		2,038.40
3 C.W. Flax	432.22	493.41		61.19
Rej. Flax	13.46	13.46		
Rej. 1 N.W.C. Fx. Mx. Htd.	1,134.47	1,134.47		
Totals	145,646.48	143,571.21	4,175.30	2,100.03
Total Net Surplus			2,075.27	
<i>Mixed Grain—</i>	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Gn. Bar. and Wht.	92,040	95,810		3,770
Total Net Deficit				3,770

SESSIONAL PAPER No. 10d

GOVERNMENT INTERIOR ELEVATOR, MOOSEJAW.

STATEMENT showing Official Stocks and Surpluses and Deficits as at August 21, 1915.

Grades.	Weigh-up Aug. 21, 1915.	Outstanding Warehouse Receipts.	Over.	Short.
	Bush.	Bush.	Bush.	Bush.
<i>Wheat—</i>				
2 Northern.....	2,740.00	2,604.40	135.20	
3 Northern.....	7,212.40	130.10	7,082.30	
No. 4.....	3,784.20	1,179.30	2,604.50	
No. 5.....	4,470.20		4,470.20	
Rej. 3 Nor.....	4,266.10		4,266.10	
Rej. No. 4.....	3,981.00		3,981.00	
Smt. 2 Nor.....	1,438.10		1,438.10	
	27,892.40	3,914.20	23,978.20	
Total Net Surplus.....			23,978.20	
<i>Oats—</i>				
2 C.W. Oats.....		46.16		46.16
3 C.W. Oats.....		228.28		228.28
Ex. 1 Fd. Oats.....		901.26		901.26
1 Feed.....	1,905.20	3,954.24		2,049.04
2 Feed.....	53.18	1,200.00		1,146.16
Rej. Oats.....		15.00		15.00
	1,959.04	6,346.26		4,387.22
Total Net Deficit.....				4,387.22
<i>Barley—</i>				
3 C.W. Barley.....	281.02	560.00		278.46
4 C.W. Barley.....	63.26		63.26	
	344.28	560.00	63.26	278.46
Total Net Deficit.....				215.20
<i>Flax—</i>				
1 N.W.C. Flax.....	14.36	52.26		37.46
3 C.W. Flax.....	597.38	815.48		218.10
	612.18	868.18		256.00
Total Net Deficit.....				256.00
<i>Mixed Grain—</i>				
Rej. Mx. Grain.....	Lb. 19,950	Lb.	Lb.	Lb.
Total Net Surplus.....			19,950	
Flax Scalpings.....	Lb. 88,140	Lb.	Lb.	Lb.
Total Net Surplus.....			88,140	
Scalpings.....	Lb. 208,180	Lb.	Lb.	Lb.
Total Net Surplus.....			208,180	
Screenings.....	Lb. 366,780	Lb.	Lb.	Lb.
Total Net Surplus.....			366,780	

6 GEORGE V, A. 1916

GOVERNMENT INTERIOR ELEVATOR, SASKATOON.

STATEMENT showing Official Stocks and Surpluses and Deficits as at August 19, 1915.

Grades.	Warehouse Weigh-up Aug. 19, 1915.	Outstanding Receipts Even Aug. 18.	Over	Short.
	Bush.	Bush.	Bush.	Bush.
Wheat—				
3 Nor.....	3,234·10	.....	3,234·10	.....
No. 4	5,529·10	.....	5,529·10	.....
Ng. 2 Nor. Tf ..	2,769·10	.....	2,769·10	.....
Nf. 3 Nor. Tf.....	5,474·10	.....	5,474·10	.....
Ng. No. 4 Tf....	497·50	.....	497·50	.....
Ng. Rej. No. 4 Tf. .	1,268·20	.....	1,268·20	.....
	18,772·50	.....	18,772·50	.....
Total Net Surplus.			18,772·50	.....
Oats—				
2 C.W. Oats ...	.....	2,027·32	.....	2,027·32
2 C.W. Oats.....	.....	1,728·18	.....	1,728·18
2 Fd. Oats.....	.....	1,926·16	.....	1,926·16
NG. Tf. Rej. Oats Mx. Htd.....	55·10	.....	55·10	.....
NG. Tf. Rej. Oats Mx. Htd. Htd.....	1,327·12	.....	1,327·12	.....
NG. Cond. Oats Tf.....	2,076·16	.....	2,076·16	.....
	3,459·04	5,682·32	3,459·04	5,682·32
Total Net Deficit.....				2,223·28
Barley—				
4 C.W. Bar.....	61·22	.....	61·22	.....
Total Net Surplus.....			61·22	.....
Mixed—	Lb.	Lb.	Lb.	Lb.
Rej. Mx. Grain.....	153,580	.....	153,580	.....
NG. Tf. Rej. Mx. Grn.....	2,810	.....	2,810	.....
	156,390	.....	156,390	.....
Total Net Surplus.....			156,390	.....
Screenings—	Lb.	Lb.	Lb.	Lb.
Screenings.....	56,260	.....	56,260	.....
Total Net Surplus.....			56,260	.....

SESSIONAL PAPER No. 10d

GRAND TRUNK PACIFIC ELEVATOR "B."

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Nor.....	135.00		
2 Nor.....	566.30		
3 Nor.....	930.00		
No. 5.....	664.10		
No. 6.....	1,450.40		
Rej. 3 Nor.....		33.10	Take from 3 Nor.
Rej. No. 4.....	1,370.50		
Smt. 1 Nor.....		135.00	Take from 1 Nor.
Smt. 2 Nor.....	2.20		
Smt. 3 Nor.....	1,560.10		
Smt. No. 4.....	1,622.20		
Smt. Rej. 2 Nor.....	100.40		
NG. 2 Nor. Tf.....	193.50		
NG. 3 Nor. Tf.....	2.40		
NG. No. 5 Tf.....	60.00	Overshipped.	
N. Smt. 2 Nor. Tf.....	651.30		
NG. Smt. 3 Nor. Tf.....		111.10	Take from NG. Smt. 2 Nor. Tf.
NG. Smt. No. 4 Tf.....	8.30		
NG. Smt. No. 5 Tf.....		7.50	Take from N.G Smt. No. 4 Tf.
Rej. 1 Nor. Mx. Jtd.....	8.30		
Rej. 2 Nor. Mx. Htd.....	1,314.20		
Rej. 3 Nor. Mx. Htd.....	62.30		
Rej. No. 4 Mx. Htd.....	124.50		
Rej. No. 4 Rej. Mx. Htd.....	1,087.50		
	11,917.10	287.10	
<i>Oats—</i>			
1 Fd. Oats.....	0.10		
2 Fd. Oats.....		176.26	} Buy in.
NG. L. Fd. Oats Tf.....		1,776.06	
NG. Rej. Oats Tf. Mx. Htd.....	43.08		
	43.18	1,952.32	
<i>Barley—</i>			
3 C. W. Barley.....	1,500.20		
4 C.W. Barley.....		734.28	Take from 3 C.W. Bar.
Feed Barley.....	357.44		
Rej. Barley.....	285.00		
NG. 3 C.W. Barley Tf.....	109.38		
	2,253.06	734.28	
<i>Flax—</i>			
1 N.W.C. Flax.....		3,571.15	} Buy in.
2 C.W. Flax.....		102.13	
3 C.W. Flax.....	1,121.09		
Rej. Flax Mx. Bkn. Wht.....	5,062.14		
Rej. 1 NWC. Flax.....		275.10	Take from 3 C.W. Flax.
Rej. 1 NWC. Mxd. Htd.....	835.35		
Rej. 2 C.W. Flax Mx. Htd.....		962.36	Take from 3 C.W. and bal. Rej. Mx.
Cond. Flax.....	57.04		Bkn. Wht. cleaned.
	7,076.06	4,911.18	
<i>Mixed Grain—</i>	Pounds.		
Rej. Mx. Gr. Wht and Oats.....	83,050		
Rej. Mx. Gr. Wht. Bar. and Wht..	35,760		
Rej. Mx. Gr. W.O. and W.O.....	500		
Cond. Mx. Gr. W.O. and B.....	268,930		
	388,240		

CANADIAN PACIFIC ELEVATOR "D."

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
Wheat—			
1 Hard	35.30		
1 Northern	1,662.20		
2 Northern.....	2,904.40		
3 Northern.....		3,299.30	} Take from 1 Hard, 1° and 2° and buy in balance....
No. 4.....		2,344.30	
2 Alta. Red Winter.....	159.50		
4 Alta. Red Winter.....	21.00		
No. 6.....		1,267.10	} Take from smty, 3°.
Feed.....		.050	
Smt. 3 Nor.....	2,709.50		
Smt. No. 4.....	570.00		
NG. Smt. 2° Tf.....		66.50	Take from smty. 3°.
NG. Rej. 3° Tf. Mx. Htd.....	67.50		
Rej. 3 ARW. Mx. Htd.....		1.00	} Take from NG. Rej. 3 Nor. Tf. Mxd. Htd.
Dried Rej. 3° Mx. Htd.....		0.20	
	8,131.00	6,980.10	
Oats—			
2 C.W.....	558.08		
1 Feed.....	219.04		
2 Feed.....	499.24		
NG. 3 CW. Tf.....	13.28		
Rej.....	1,876.26		
Rej. Mxd. Htd.....		2,645.20	} Take from Overs all grades leaving balance of 522.02 2 C.W. Oats Over.
	3,167.22	2,645.20	
Barley—			
3 C.W.....	591.32		
4 C.W.....	19.28		
Feed.....	21.32		
Rej.....	117.30		
	750.26		
Flax—			
1 NW.C.....		914.19	} Buy in.
2 C.W. Flax.....		830.19	
3 C.W.....		21.27	
		1,766.09	
Mixed Grain—	Pounds.		
Rej. Mxd. Grain.....	168,880		

SESSIONAL PAPER No. 10d

EMPIRE ELEVATOR (INCLUDING THUNDER BAY).

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Nor.....	554-50		
2 Nor.....	203-10		
3 Nor.....	416-40		
No. 4.....	227-20		
No. 5.....		161-50	Take from No. 4.
No. 6.....		24-20	Take from No. 4.
Rej. 1 Nor.....	10-20		
Rej. 2 Nor.....		521-20	Take from 2° and 1°.
Rej. 3 Nor. Overshipped.....	42-20	33-10	Take from 3 Nor.
Sm. 2 Nor.....	88-00		
Sm. 3 Nor.....	278-30		
Sm. No. 4.....	4-20		
Sm. Rej. 2 Nor.....	2-10		
N.G. Rej. 2 Nor. Tf. Mxd. Htd.....	5-50	Overshipped.	
N.G. Rej. 3 Nor. Tf. Mxd. Htd.....	8-30	Overshipped.	
Rej. No. 4 Mxd. Htd.....	0-40	Overshipped.	
Rej. No. 4 Mxd. Gravel.....	9-20	Overshipped.	
Cond. Wheat.....	796-20		
	2,648-20	740-40	
<i>Oats—</i>			
2 C.W.....	266-13		
3 C.W.....	42-22		
Ex. 1 Fd.....	195-10		
1 Feed.....	24-24		
2 Feed.....	12-12		
NG. 2 C.W. Tf.....	0-30		
Rej. Mxd. Htd.....	0-04		
	542-13		
<i>Barley—</i>			
3 C.W.....	1,900-30		
4 C.W.....	0-10		
Feed.....	0-40		
	1,901-32		
<i>Flax—</i>			
1 N.W.C.....		94-41	Buy in.
2 C.W.....		462-32	
3 C.W.....		47-27	
Rej.....		10-20	
Rej. 1 N.W.C. Mxd. Htd.....		205-28	Take from Rej. 2 C.W. Mxd. Htd.
Rej. 2 C.W. Mxd. Htd.....	53-27		
Cond.....		41-16	
	53-27	851-52	
<i>Mixed Grain—</i>	Pounds.		
Rej. Mxd. Gr.....	5,155-		

6 GEORGE V, A. 1916

EASTERN ELEVATORS "A" AND "C."

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Nor.....	2,109-50		
2 Nor.....	6,256-10		
3 Nor.....		5,741-20	Take from 2 and 1 Nor.
No. 4.....		1,025-00	Take from 2 and 1 Nor.
No. 5.....	25-10		
Rej. 1 Nor.....	31-00		
Rej. 3 Nor.....	254-40		
Smutty 1 Nor.....	25-20		
Smutty 2 Nor.....		57-30	Take from 2 Nor.
Smutty 3 Nor.....	76-10		
Smutty No. 4.....	45-40		
N.G. 2 Nor. Tf.....	911-00		
N.G. 3 Nor. Tf.....		220-10	Take from N.G. 2 ^o Tf.
N.G. Rej. 1 Nor. Tf.....	11-50		
N.G. Smt. 2 Nor. Tf.....	51-10		
N.G. Smt. 3 Nor. Tf.....	240-20		
Rej. No. 4 Mxd. Htd.....	3-10		
N.G. Rej. No. 4 Tf. Md. Htd.....		2-00	Take from Rej. No. Mxd. Htd.
	10,041-30	7,046-00	
<i>Oats—</i>			
2 C.W.....	235-10		
3 C.W.....	14-04		
Ex. 1 Fd.....	19-24		
1 Feed.....	5-00		
2 Feed.....	653-08		
Rej.....	372-22		
N.G. Rej. Tf.....	6-16	Overshipped.	
	1,306-16		
<i>Barley—</i>			
3 C.W.....	20-20		
4 C.W.....	0-30	Overshipped.	
Feed.....	1-22		
N.G. 3 C.W. Tf.....	1-42	Overshipped.	
N.G. Rej. Tf. Mxd. Htd.....	5-20		
	29-38		
<i>Mixed Grain—</i>			
	Pounds.		
Rej. Mx. Gr. Wht. and Oats.....	1,060		
N.G. Rej. X. Gr. Tf. Bar. and Wheat	2,300		
N.G. Rej. X. Gr. Tf. W.O. and Bar.	92,870		
Rej. X. Gr. Wht. O, and Wild			
Oats Rej. Mxd. Htd.....	61,550		
	157,780		

SESSIONAL PAPER No. 10d

CONSOLIDATED ELEVATOR.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
<i>Wheat—</i>	Bush.	Bush.	
1 Northern.....		332.50	Buy in.
		332.50	
<i>Oats—</i>			
2 C.W.....	374.22		
2 Feed.....	450.00		
	824.22		
<i>Barley—</i>			
3 C.W.....	833.06		
	833.06		
<i>Flax—</i>			
1 N.W.C.....	5,183.53		
2 C.W.....		652.33	
3 C.W.....		32.45	
Rej.....		1,017.08	Less 894.24 Bot in.
Rej. 1 NWC. Mx. Bkn. Wht.....		46.04	Buy in.
N.G. 1 N.W.C. T ^f		1,221.55	Take from 1 N.W.C. Flax.
N.G. 2 C.W. T ^f		1.42	Balance from
Rej. Mxd. Htd.....		63.38	1 N.W.C.
Cond. Mxd. Htd.....		4.43	
	5,183.53	3,040.44	
<i>Mixed Grain—</i>		Pounds.	
Rej. Mxd. Gr. O. and Wht.....		533,644	214,516 pounds cancel 2 C.W. Oats.
		533,644	Bought in 319,128 pounds Rej. Mix. Grn.

Ogilvie's Elevator.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
Wheat—			
1 Nor.	713-20		
2 Nor.	5,885-30		
3 Nor.	3,653-20		
No. 4.		3,583-20	Take from 2 and 3 Nor.
No. 5.		1,398-30	Take from 3 Nor.
No. 6.	16-00		
Rej. 1 Nor.	831-30		
Rej. 2 Nor.	20-10		
Rej. 3 Nor.		464-30	Take from Rej. 1 Nor.
2 Alta. Red. Winter.		100-40	Buy in.
N.G. 1 Nor. Tf.		1,090-40	Take from 1 and 2 Nor.
	11,119-50	6,637-40	
Oats—			
2 C.W. Oats.		685-10	Buy in.
3 C.W. Oats.	313-30		
Ex. 1 Fd. Oats.	1,521-16		
1 Feed Oats.	205-19		
2 Feed Oats.		612-32	Take from Ex. 1 Feed and 1 Feed.
Rej. Oats.		156-06	
	2,040-31	1,454-14	
Barley—			
3 C.W. Barley.	344-40		
4 C.W. Barley.		630-08	Take from 3 C.W. and buy balance.
Rej. Barley.		82-14	
	344-40	712-22	

SESSIONAL PAPER No. 10d

WESTERN TERMINAL ELEVATOR.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Nor.....	4,553-40		Take from 1 and buy in sufficient 3 to cover shortage.
2 Nor.....		465-10	
3 Nor.....		7,374-10	
3 A.R.W.....		1-10	
No. 4.....		537-30	
No. 5.....		42-20	
No. 6.....	4-20		Adjust from these grades and buy in balance 155-10 No. 4.
Rej. 2 Nor.....		1-50	
Sm. 1 Nor.....	2-40		
Sm. 2 Nor.....	2-00		
Sm. 3 Nor.....	0-40		
Sm. No. 4.....	1-10		
Sm. No. 5.....	43-30		
N.G. 2 Nor. Tgh.....	382-00		
N.G. 3 Nor. Tgh.....	11-10		
N.G. Sm. 2 Nor. Tgh.....	15-20		
N.G. Sm. 3 Nor. Tgh.....		0-10	
Rej. 1 Nor. Mxd. Htd.....		1-00	
Rej. 2 Nor. Mxd. Htd.....	0-30		
Rej. No. 4 Mxd. Htd.....	5-30		
N.G. Rej. 2 Nor. Tf. Mxd. Htd.....		39-40	
Rej. 2 Nor. Mxd. Fibt.....		-20	
	5,022-30	8,463-20	
<i>Oats—</i>			
2 C.W.....	55-30		
3 C.W.....	0-20		
1 Feed.....	2-02		
2 Feed.....	290-30		
	349-14		
<i>Barley—</i>			
3 C.W.....	15-01		
N.G. 3 C.W. Tgh.....	1-02		
N.G. Rej. Tgh. Mxd. Htd.....	1-02		
	17-05		
<i>Flax—</i>			
1 N.W.C.....	4,035-09		Take from 1 N.W.C.
2 C.W.....		622-14	
3 C.W.....		43-55	
Rej.....	2,895-42		
Rej. 1 N.W.C. Mxd. Bkn. Wht.....		1-40	
N.G. 1 N.W.C. Tgh.....		7-50	
Rej. 1 N.W.C. Mxd. Htd.....	21-32		
	6,952-27	675-47	
Lb.			
<i>Mixed Grain—</i>			
Rej. Mxd. Gr. Wht. Oats and Barley	35,900		

6 GEORGE V, A. 1916

GRAIN GROWERS' GRAIN CO.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Hard	8-20		
1 Nor.	5,358-30		
2 Nor.	4,135-00		
3 Nor.		2,247-20	Take from 2 Nor.
No. 4		78-30	Take from 2 Nor.
No. 5		394-30	Take from 2 Nor.
No. 6	25-20		
1 A.R.W.	37-10		
2 A.R.W.		160-00	Take from 1 A.R.W. and buy in bal.
3 A.R.W.			
Rej. 1 Nor.	227-30		
Rej. 2 Nor.	15,858-30		
Rej. 3 Nor.		377-30	Take from Rej. 2°.
Rej. No. 4	3,111-50		
Rej. 2 Nor. Mxd. Htd.	5,653-20		
Rej. 3 Nor. Mxd. Htd.	2,929-40		
Rej. 3 Nor. Rej. X. Htd.	445-10		
No. Est. Grade	64-50		
N.G. Cond. No. 1 damp.	4,005-50		
	41,861-00	3,257-50	
<i>Oats—</i>			
1 C.W.	31-16		
3 C.W.	6,437-02		
Ex. 1 Feed	990-20		
1 Feed		499-24	Take from 3 C.W.
2 Feed		1,996-26	Take from 3 C.W.
Rej.	911-26		
	8,370-30	2,496-16	
<i>Barley—</i>			
3 C.W.		-18	Take from Rej. (Cleaned).
4 C.W.		1-34	Take from Rej. (Cleaned).
Feed	3,657-34		
Rej.	1,074-17		
Rej. 3 C.W. Mxd. Htd.	4,863-16		
	9,595-19	2-04	
<i>Mixed Grain—</i>			
Rej. Mix. Gr. Barley and Wheat...	Lb 111,030		

SESSIONAL PAPER No. 10d

CANADIAN GOVERNMENT ELEVATOR, PORT ARTHUR.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Northern.....	2,688-20		
2 Northern.....		1,884-50	Take from 1 Nor.
3 Northern.....	694-50		
No. 4.....		3,018-10	Take 1,498-20 from 1° and 3° and buy in balance.
No. 5.....	16-50		
N.G. Smty. 3 Nor. Tf.....		52-40	Buy in.
N.G. Rej. 3 Nor. Tf. Mxd. Htd....	5-50	(Overship'd).	
N.G. Rej. No. 4 Tf. Mxd. Htd....		2-30	Buy in.
Rej. 2 Nor. Mxd. Htd.....	2-30		
N.G. Cond. No. 2 Mxd. fireburnt		14-30	Take from Rej. 2° Mxd. Htd. and buy in balance.
	3,408-20	4,972-40	
<i>Oats—</i>			
2 C.W.....	4,338-18		
3 C.W.....	1,254-04		
Ex. 1 Fd.....		17-12	Take from 2 C.W. Oats.
1 Feed.....	1,689-14		
2 Feed.....	79-04		
N.G. 2 C.W. Tf.....		483-28	Take from 2 C.W. Oats.
N.G. 3 C.W. Tf.....		22-12	Take from 3 C.W. Oats.
	7,361-06	523-18	
<i>Barley—</i>			
3 C.W.....		10-40	Take from N.G. 3 C.W. Tf.
4 C.W.....	2-04		
N.G. 3 C.W. Tf.....	12-24		
N.G. 4 C.W. Tf.....	23-26		
	38-06	10-40	
<i>Flax—</i>			
1 N.W.C.....	19,474-37		
2 C.W.....		338-42	Take from 1 N.W.C.
Rej.	8-50		
Rej. 1 N.W.C. Mxd. Htd.....	920-38		
	20,404-13	338-42	
<i>Mixed Grain—</i>		Lb.	
Rej. Mxd. Gr. Wht. and Barley....		182,170	Buy in.

6 GEORGE V, A. 1916

HORN'S ELEVATOR.

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
Wheat—			
2 Nor.....		78-50	Buy in.
3 Nor.....	67-20		
No. 4.....		67-40	Take from 3 Nor.
Smty. 2 Northern.....		3-20	Buy in.
Smty. 3 Northern.....		53-40	Buy in.
Rej. 3 Nor. Mxd. Htd.....	240-00		
Cond. No. 1 Htd.....	327-50		
	635-10	203-30	
Oats—			
2 C.W.....		4,356-10	Buy in.
3 C.W.....		0-24	Buy in.
1 Feed.....		127-26	Buy in.
2 Feed.....		49-14	Buy in.
		4,534-06	
Flax—			
1 N.W.C.....	690-21		
2 C.W.....	1,138-35		
3 C.W.....		352-25	Take from 2 C.W.
Rej.....		7-29	Take from 2 C.W.
Rej. 2 C.W. Mxd. Htd.....	155-50		
Cond.....		4-46	Take from Rej. 2 C.W. Mx. Htd.
	1,984-50	364-44	
Mixed Grain—	Lb.		
Rej. Mxd. Grain.....	19,312		

SESSIONAL PAPER No. 10d

CANADIAN NORTHERN ELEVATORS "A" AND "B".

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
<i>Wheat—</i>			
1 Hard.....	542-20		Take from 1 Hard and buy balance. Buy in.
1 Nor.....		556-20	
2 Nor.....		501-10	
3 Nor.....	296-10		
No. 4.....	139-00		
No. 5.....	21-20		
No. 6.....	30-10		
Rej. 2 Nor.....	651-50		
Rej. 3 Nor.....	0-10		
Smt. 1 Nor.....	1-40		
Smt. 2 Nor.....	2,525-00		
Smt. 3 Nor.....	1,373-50		
Smt. No. 4.....	286-10		
Smt. No. 5.....	54-10		
Smt. Rej. 2 Nor.....	1-40		
Smt. Rej. 3 Nor.....	27-00		
Smt. Rej. No. 4.....			
Dried 1 Nor.....	7-00		
Dried Rej. 2° Rej. Mxd. Htd.....	0-50		
Smt. 3° Rej. Mxd. Htd.....	985-50		
Rej. 3° Rej. Mxd. Htd.....	1,979-00		
Rej. 2° Mxd. Fireburnt.....	243-50		
	9,167-00	1,057-30	
<i>Oats—</i>			
2 C.W.....		238-08	Buy in.
3 C.W.....		52-10	Buy in.
Separated Oats.....	3,435-10		
	3,435-10	290-18	
<i>Barley—</i>			
3 C.W.....	1,784-26		
Feed.....	0-40		
Rej.....	2,631-42		
	4,417-12		
<i>Flax—</i>			
2 X.W.....		392-02	Take from 1 N.W.C.
1 N.W.C.....	510-00		
3 C.W.....	13-12		
Rej.....	284-06		
Rej. 1 N.W.C. Mxd. Htd.....		349-32	Take from Rej. 3 C.W. and 1 N.W.C.
	807-18	741-34	

FORT WILLIAM ELEVATOR "F".

STATEMENT showing adjustments made on Surpluses and Shortages as per official stocks, July 31, 1915.

Grade.	Over.	Short.	Adjustment.
	Bush.	Bush.	
Wheat—			
1 Nor.....	49,462-20		
2 Nor.	872-00		
3 Nor.....		258-20	Take from 2 Nor.
No. 4	66-30		
1 Alta. Red Winter.....	47-40		
No. 2 White Winter.....		9-10	Take from 1 A.R.W.
Rej. 1 Nor.....		47-30	Take from 1 Nor.
Smty. 1 Nor.....		3-50	Take from 1 Nor.
Smty. 2 Nor.....	12-10		
Smty. 3 Nor.....		28-00	Take from 2 Nor.
N.G. 2 Nor. Tf.....	78-20		
N.G. 3 Nor. Tf. and musty.....	5-20		
N.G. Tf. Smty. 3 Nor.....		2-30	Take from Dp. Smty.
N.G. Dp. Smty. 3 Nor.....	2-30		Take from 3 Nor. ■
Rej. No. 4 Mxd. Frbt.....		0-50	Take from N.G. 3 Nor Tf. Smty.
	50,546-50	350-10	
Oats—			
2 C.W. Oats.....	21,034-33		
3 C.W. Oats.....		54-24	} Take from 2 C.W. Oats.
Ex. 1 Fd. Oats.....		17-22	
1 Feed Oats.....	286-06		
2 Feed Oats.....	553-20		
N.G. 2 C.W. Oats Tf.....	0-30		
N.G. 3 C.W. Oats Tf.....	70-30		
N.G. 2 Fd. Oats Tf.....		17-22	Take from N.G. 3 C.W. Oats Tf.
Rej. Oats.....	7-12		
	21,953-29	90-00	
Barley—			
3 C.W. Barley.....	2,108-06		
Rej. Barley.....		4-08	Take from 3 C.W. Barley.
N.G. 3 C.W. Bar. Tf.....	18-36		
N.G. 3 C.W. Bar. Tf. and musty...	27-04		
	2,153-46	4-08	
Flax—			
1 N.W.C. Flax.....	4,175-30		
2 C.W. Flax.....		2,038-49	} Take from 1 N.W. Flax.
3 C.W. Flax.....		61-19	
	4,175-30	2,100-03	

SESSIONAL PAPER No. 10d

STATEMENT showing the Approximate Total in Bushels of Allowances of one-sixth bushel per 1,000 bushels made by each Terminal Elevator Company at Fort William and Port Arthur, on the Lake Shipments of Wheat, Oats and Barley, during the Season of Navigation, 1915.

Name of Elevator.	Kind.	Total Quantities of Grain shipped by Lake.	Total Amount of allowance of $\frac{1}{6}$ bush. per 1,000 bush.
		Bushels.	In Bushels.
C.P.R.....	Wheat.....	14,490,270-20	2,415
	Oats.....	1,683,174 02	280-17
	Barley.....	452,642-08	75-16
Empire and Thunder Bay...	Wheat.....	15,344,329-20	2,557-20
	Oats.....	3,103,484-30	517-06
	Barley.....	458,565-23	76-16
Consolidated.....	Wheat.....	13,286,642-30	2,214-20
	Oats.....	1,900,494-29	316-22
	Barley.....	256,591-00	42-32
Ogilvie's.....	Wheat.....	9,891,392-40	1,648-30
	Oats.....	396,208-09	66
	Barley.....	159,570-00	26-24
Western Terminal.....	Wheat.....	15,435,575-50	2,572-30
	Oats.....	911,113-09	151-30
	Barley.....	74,346-22	12-16
Grain Growers' Grain Co....	Wheat.....	15,493,785-40	2,582-10
	Oats.....	1,978,809	329-22
	Barley.....	333,197-38	55-24
Fort William Terminal.....	Wheat.....	12,863,253 10	2,143 50
	Oats.....	2,823,287 32	470 17
	Barley.....	271,685-40	45-08
Eastern Terminal.....	Wheat.....	7,487,761-40	1,247-50
	Oats.....	1,361,586-29	226-30
	Barley.....	283,144-42	47-08
Grand Trunk Pacific.....	Wheat.....	17,954,348-00	2,992-20
	Oats.....	4,694,543-23	782-12
	Barley.....	256,428-14	42-32
Canadian Northern.....	Wheat.....	21,698,029-20	3,616-20
	Oats.....	5,783,378-11	963-30
	Barley.....	1,176,317-38	196
Horn & Co.....	Wheat.....	374,649-40	62-20
	Oats.....	47,845-23	7-30
	Barley.....	63,654-03	10-24
Canadian Government..	Wheat.....	12,779,043-30	2,129-50
	Oats.....	2,653,179-30	442 06
	Barley.....	311,852 43	51-40
Grand Totals....	Wheat.....	157,099,111-40	26,183-10
	Oats.....	27,337,106-23	4,556-06
	Barley.....	4,097,996-31	682 40

CHAPTER 8.

A.—During the crop year the board dealt with the following complaints, and many of them exhaustively:—

Complaints <i>re</i> Inspection and Grading of Grain.. . . .	15
“ Shipments of grain ex Country Elevators.. . .	50
“ Sales of Grain.. . . .	25
“ Miscellaneous.. . . .	17

B.—Some rulings of the Board of Grain Commissioners.

A.—IMPROPER USE OF SCALES IN COUNTRY ELEVATORS.

COMPLAINT OF THE MATHESON-LINDSAY GRAIN CO., LTD., VS. THE ESTEVAN GRAIN CO., LTD., RE THE IMPROPER USE OF SCALES IN THE DEFENDANT'S ELEVATOR AT HIRSCH, SASKATCHEWAN.

I.—COPY OF COMPLAINT.

Grain Commission, Fort William, Ont.

GENTLEMEN,—Enclosed please find copy of a letter addressed by the Matheson-Lindsay Grain Co., of Winnipeg, to Inspector of Weights and Measures, C. W. Johnston, of Saskatoon, *re* Grain shortage, which is a matter within the jurisdiction of your Commission.

I may say that Inspector Geo. Fyfe, of Saskatoon, inspected the Estevan scale in question March 9 last, and rejected it as showing a fast error of from 3 to 3½ pounds on 1,000 pounds of standards under load of 5,235 pounds.

Before taking any action for the use of a rejected scale, this department would be pleased to know whether it is the intention of your commission to proceed against the Estevan Grain Company in the matter of shortages.

I remain, gentlemen,

Your obedient servant,

GEO. W. TAYLOR,

Asst. Deputy Minister and Secretary.

C. W. JOHNSTON, Esq.,
Inspector Weights and Measures,
Saskatoon, Sask.

DEAR SIR,—We received your letter this morning and we were very glad to hear from you.

In connection with the scales in the elevator at Hirsch, Sask., we found out that these scales have been used by the Estevan Grain Company, for whom we have been financing, and they have not shipped anything like the quantity of grain they have taken into the elevator, and on investigating the matter we find that one of the members of the firm, Mr. W. H. Bennett, went down to the elevator last fall and broke the seal and told the buyer to go on and do business. This man does not seem to care what he does. The buyer was in Winnipeg and took an affidavit before a notary that he saw this man Bennett break the seal on the scales.

SESSIONAL PAPER No. 10d

We took this matter up with the inspector of scales in Winnipeg and he informed us that it was a very serious matter and that we ought to take it up with you. Evidently this Mr. Bennett has no use for Canadian laws, as he has already expressed to our traveller, and we think he should be punished.

The Estevan Grain Company are now at loggerheads with us and we are unable to get any settlement out of them. We are putting this matter before you as we do not believe the Canadian Government will stand for this kind of business. If you wish us to furnish you with an affidavit we can send it to you.

The Estevan Grain Company purchased this elevator from the Alameda Farmers' Elevator Company, and were told at the time that the scales were sealed.

Yours truly,

MATHESON-LINDSAY GRAIN CO.

T. S. MATHESON.

II.—STATEMENT RE HEARING.

The Board of Grain Commissioners held a public session in the town of Estevan on Wednesday, May 5, 1915.

The Matheson-Lindsay Grain Co., Ltd., were represented by: T. S. Matheson, president; R. J. Palmer, travelling inspector; Mr. Campbell, counsel.

The Estevan Grain Co., Ltd., were represented by: T. S. Hooper, president; W. H. Bennett, general manager; D. D. McCurdy, counsel.

The Inland Revenue Department were represented by: G. D. Fyfe, Inspector Weights and Measures; C. W. Johnston, Inspector Weights and Measures.

The following witnesses were heard, under oath, in the order named: G. D. Fyfe, for Inland Revenue Department; C. W. Johnston, for Inland Revenue Department; L. Zelikson, for Matheson-Lindsay Grain Co., Ltd.; R. J. Palmer, for Matheson-Lindsay Grain Co., Ltd.; W. H. Bennett, Estevan Grain Co., Ltd.; T. S. Hooper, Estevan Grain Co., Ltd.

III.—WITHDRAWAL OF COMPLAINT RE SHORTAGE.

Mr. Campbell, counsel for Messrs. Matheson-Lindsay Grain Co., Ltd., stated that his clients had withdrawn the complaint *re* shortage of grain. This had been fixed, and consequently it was withdrawn and they would only proceed with the charge *re* the breaking of the seal.

IV.—THE COMPLAINT RE SCALES.

It was proven to the satisfaction of the Board of Grain Commissioners that:—

First. The scales were sealed; and that,

Second. The seals were broken and scales used without an inspection by the Inland Revenue officers.

With regard to the question as to who broke the seals, the operator of the elevator, L. Zelikson, swore that he saw Bennett break the seals. R. J. Palmer's evidence was:—

"I asked Bennett if there was anything wrong with the scales. He said the scales were sealed up. I asked who broke the seals, and he said, 'I did.' I said he should not have done that but should have had the inspector from the Weights and Measures Department come down and look to it. He said, 'To H—— with the Weights and Measures Department. I am not going to pay \$50 or \$60 for that work.'"

Bennett swore that he took with him to the elevator a man called Lindskoog to adjust the scales; that Lindskoog told him (Bennett) that he (Lindskoog) broke the

6 GEORGE V, A. 1916

wire off the scales, and that he (Bennett) instructed the secretary of the Estevan Grain Co., Ltd., C. E. LeBranch, to report this matter to the Inland Revenue officers.

Neither Lindskoog or LeBranch were present at the hearing. Bennett stated that Lindskoog was employed by him in the construction of elevators.

V.—FINDING OF THE BOARD.

W. H. Bennett, as general manager of the Estevan Grain Company, was responsible for the proper inspection and proper use of the scales in the elevator. On his own evidence he was guilty of gross negligence in regard to the scales, and the evidence of the operator of the elevator to the effect that Bennett broke the seals himself was not rebutted.

It is therefore ordered that the Estevan Grain Co., Ltd., discharge the said W. H. Bennett from its employ.

R. MAGILL,
Chief Commissioner.

Concurred in by—

W. D. STAPLES,
Commissioner.

J. P. JONES,
Commissioner.

FORT WILLIAM, Ont., May 19, 1915.

B.—SETTLEMENT RE SALE OF CAR No. 306410.

JOHN WATSON & Co. vs. JOHN BRICKMAN—COMPLAINT RE SETTLEMENT ON SALE OF CAR No 306410, OATS, GRAND TRUNK PACIFIC, APRIL 12, 1913, EX PHILLIPS, ALBERTA.

The Board of Grain Commissioners has not held a sworn investigation into this complaint, but has written the following report from reading the correspondence and documents filed with the board. Such correspondence and documents are enumerated herewith:—

1. Copy of verbatim evidence taken by the court stenographer, Wetaskiwin, September 8, 1914, before His Honour Judge Lees.
2. Letter from J. Watson & Co., Camrose, Alta., to board, dated September 8, 1914.
3. Letter from Grain Inspector Symes, Fort William, to board, dated September 14, 1914. -
4. Letter from Chief Inspector Serls to board, dated September 14, 1914.
5. Letter from Messrs. Rutherford, Jamieson & Grant, South Edmonton, solicitors for Brickman, dated November 23, 1914, with copies of statement of claim, statement of defence, and counter claim and reply verified by affidavit.
6. Letter from Chief Inspector Serls to board, dated January 29, 1915.

This car was unloaded* on April 12, 1913, at Winnipeg, as No Grade No. 2 Canada Western Oats, Tough, and certificate was issued for the same.

The car reached Fort William on May 11, 1913, and was placed at Davidson & Smith's elevator on May 12, 1913, for unloading. It was found to be in such bad condition as to be impossible to be handled at No Grade No. 2 C. W. Oats, Tough. The inspector at Fort William, Mr. F. Symes, wired to the chief inspector, Mr. G. Serls, Winnipeg, stating that the car was damp, heated, and heating. The chief inspector, Mr. Serls, instructed the Fort William inspector to handle the oats as No Grade Rejected Oats, Tough, Heated and Heating.

SESSIONAL PAPER No. 10d

On the first certificate issued at Winnipeg, the word provisional was not stamped; a straight certificate was issued.

The correspondence in connection with this car in the office of the chief inspector at Winnipeg has been destroyed, but the chief inspector states that in cases of this kind the Fort William inspector notifies him of the condition of the grain upon arrival at the elevator, and sends him a sample. On receipt of the sample, the chief inspector informs the shipper or his agent of the circumstances, shows him the sample from Fort William, tells him the grade which he will have to give, gives him the privilege of calling a survey, and recalls the original certificate. If a survey is not called for, a new certificate is issued showing the changed grade.

The chief inspector states that it has not been the practice in the office at Winnipeg to retain correspondence in connection with reinspections or changes longer than one year.

The facts about the car then are fairly simple. The Winnipeg inspector judged the oats to be No Grade No. 2 C. W. Oats, Tough. Tough grain means grain containing such a high percentage of moisture that the grain cannot be put under any of what are called "straight" grades; and in accordance with section 115 of The Canada Grain Act, it must be designated "No grade." Section 115 reads: "All good grain that has an excessive moisture, being tough, damp or wet or otherwise unfit for warehousing, shall be entered on the inspecting officer's books as 'No grade,' with his notations as to quality and condition."

The oats, therefore, in this car contained an excessive moisture, were tough, and were unfit for warehousing. Such was the condition of the oats, though in other respects, the oats were No. 2 C.W.

The Winnipeg inspection took place on April 12. The car was then shipped forward to Fort William and did not reach Fort William until May 11.

There is nothing in the correspondence to show why a whole month elapsed before this car reached Fort William from Winnipeg. Such, however, was the fact; and at that season of the year oats that contained excessive moisture, that are tough and unfit for warehousing, are practically certain to heat if kept a month in the car.

When the car was placed for unloading at Davidson & Smith's elevator, the inspector found that the oats were heated and heating.

The inspector was bound in the ordinary course of his duty to note the condition of the oats, and to report the same to the chief inspector in Winnipeg. In doing this he did his duty. The storing of grain in the elevators at Fort William is a matter of first-class importance. If an inspector allowed a car of heated and heating oats to be unloaded into a bin containing tough oats, or straight grade oats, the law would be violated and the consequences would be disastrous.

It is to be noted that the Fort William inspector did not change the grade of the oats. He simply reported the condition of the oats to the chief inspector at Winnipeg. Upon receiving the intimation that the grain was heated and heating, and on receipt of the sample of the car from Fort William, the chief inspector at Winnipeg sent instructions to the Fort William inspector to handle the car, and handle it as heated and heating, while he himself, Mr. Serls, proceeded to recall the original certificate and issue a new one.

It is important and essential to notice that according to the original Winnipeg inspection, the oats were tough and no grade; and according to the Fort William inspector the oats were heating and heated. It is practically inevitable that tough grain, if allowed to remain in the car for a month at that season of the year, will heat, so that the two inspectors are in harmony; both inspections were correct.

The correspondence on reinspections and changes in the hands of the chief inspector at Winnipeg have not been kept longer than one year, and the correspond-

6 GEORGE V, A. 1916

once on this particular car was destroyed at the end of a year. There is, therefore, nothing on file in the Winnipeg office to show the steps the chief inspector took in recalling the original certificate and issuing a new one. The practice, however, is that he should notify the parties interested, intimate the change he contemplated, recall the original certificate, give an opportunity to appeal to the Survey Board, and if no appeal were lodged issue the new certificate.

It is important to notice, however, that whatever was done was done by the chief inspector for the Dominion. The Fort William inspector issued no grade on this car. The Fort William inspector simply notified the chief inspector for the Dominion of the condition of the oats in the car. The Fort William inspector in this did what he is appointed to do, and the grading of the car and the issuing of the new certificate were done by the chief inspector at Winnipeg.

Further, the chief inspector at Winnipeg controls Fort William inspection. There is no inspection at Fort William independent of and distinct from the Winnipeg inspection. The whole machinery of inspection at Fort William and Port Arthur is controlled by and governed by the Winnipeg inspection; is, indeed, part of the Winnipeg inspection.

The grain is graded in order to make storage possible in bulk. The Winnipeg inspection governs the storage of the grain in the terminal elevators at the head of the lakes. Grain is binned and stored on the Winnipeg inspection. Provision is made in *The Canada Grain Act* for certain classes of cases where reinspection is necessary. But whatever is done at Fort William with regard to inspecting grain into the elevators, is done subject to orders from Winnipeg; and whatever certificates are issued for grain going into the terminal elevators are issued from Winnipeg. Grain going out of the elevators is inspected at Fort William and Port Arthur, but the inspection there again is under the control of the chief inspector at Winnipeg. Samples and the grade are sent to the chief inspector for his approval, and the certificates issued are signed by him.

It is sheer nonsense to speak of any inspection either into the elevators or out from the elevators as being independent of or distinct from the inspection at Winnipeg.

Besides, as far as this particular car is concerned, the whole question turns upon not the grade but the condition of the oats. They were in bad condition at Winnipeg; they were kept in the car for one month in the spring; they were in still worse condition when they reached Fort William; the inspector at Fort William was bound to notify the chief inspector of the fact; the changed condition must be provided for if the oats were to be handled in any elevator at the head of the lakes; the original certificate issued could no longer be allowed to stand; a new certificate must be issued and it was issued by the chief inspector at Winnipeg.

The difference in value between tough oats and heated and heating oats is considerable. Had the car been shipped direct to Fort William and had it reached Fort William with the oats still tough, there would have been no trouble. The delay of a month, however, caused the oats to heat. The difference in value between the tough oats and the heated oats should fall in justice upon whatever party or company was responsible for the delay in shipping the car forward. The farmer could not be the cause of that delay, and it appears to the Board of Grain Commissioners that to charge the loss to him would be unfair. Watson & Co. purchased the grain from the farmer. It appears to the Board of Grain Commissioners that Watson & Co. cannot be regarded as the cause of the delay in handling of the car between Winnipeg and Fort William, and that it would be equally unfair to charge the loss to them. The Board of Grain Commissioners consider the difference between the oats as tough and the oats as heated and heating, being caused by the delay in handling the car, should be paid for by the railway company.

SESSIONAL PAPER No. 10d

The matter has gone into court as between the farmer and Watson & Co., and judgment has been given against Watson & Co.

Upon the issuing of a second certificate by the chief inspector at Winnipeg, Watson & Co. desired to pay the farmer on the basis of the second certificate. The judge, however, who tried the case, decided that Watson & Co. must settle with the farmer on the basis of the first certificate. The ground of the judge's decision was that the Winnipeg inspection was final, and that the inspector at Fort William had no right to change the grade at all.

The inspector at Fort William did not change the grade of the oats. The inspector at Fort William reported to the chief inspector at Winnipeg the condition of the grain, and the change in the certificate was made not by the inspector at Fort William, but by the chief inspector at Winnipeg; and both inspectors, in the opinion of the Board of Grain Commissioners, did what they are bound to do.

The Board of Grain Commissioners has no power to interfere with the judgment of the courts. It is open to Watson & Co., however, to accept the decision of the judge and then seek to collect the money from the railway company, or to appeal to a Superior Court.

Application has been made to the board to make Watson & Co. pay under the track buyer's bond in accordance with section 218 of *The Canada Grain Act* and related sections. The bond does not, in the opinion of the board, include such a case as this and further, the bond under which the trade between Watson & Co. and the farmer was done, has elapsed.

R. MAGILL,
Chief Commissioner.

Concurred in by
J. P. JONES,
Commissioner.

FORT WILLIAM, Ont., February 2, 1915.

3.—DISCRIMINATION IN COUNTRY ELEVATOR RATES.

CLAIM OF MESSRS. SMITH, MURPHY AND COMPANY, GRAIN EXCHANGE, WINNIPEG, vs. THE GRAIN GROWERS' GRAIN COMPANY, LIMITED, DEALING WITH DISCRIMINATION IN RATES AT THE GRAIN GROWERS' GRAIN COMPANY'S ELEVATOR AT BINS-CARTH, MANITOBA.

Dealing with the order served upon the Grain Growers' Grain Company, under date of October, 23, asking them to appear here to-day and show cause why the maximum should not be reduced to $1\frac{1}{4}$ cents per bushel, instead of $1\frac{3}{4}$ cents per bushel as at present, in the opinion of the Board, the Grain Growers' Grain Company have, through their own evidence, as well as the evidence of various elevator owners, shown that the maximum rate of $1\frac{3}{4}$ cents per bushel for handling grain through a country elevator is not too high; therefore, the maximum rate remains at $1\frac{3}{4}$ cents per bushel for country elevators.

With reference to the question as to whether or not the Grain Growers' Grain Company have discriminated between its patrons at Binscarth, the Board are of the opinion that attaching any conditions to grain going through country elevators is a discrimination. A country elevator is a licensed public utility, which must treat all parties putting grain through it alike. It cannot charge one patron $1\frac{3}{4}$ cents per bushel and another patron $1\frac{1}{4}$ cents per bushel, and must not attach any conditions other than those provided for in *The Canada Grain Act*, and the rules and regulations governing country elevators, issued by the Board of Grain Commissioners.

6 GEORGE V, A. 1916

Section 222, of the Canada Grain Act, reads as follows:—

"The rate that may be charged for the cleaning or storing of grain in any country elevator shall be the same in all the elevators operated by any one person or company: Provided, however, that if it is shown to the satisfaction of the Board that a lower rate than that charged for cleaning or storing grain in the elevators of any person or company is necessary at any point in order to meet competition, the board may give written permission to charge such lower rates at that point as are in its opinion necessary to meet such competition, and at the same time authorize the ordinary rates at all other elevators belonging to such person or company."

Under section 222, an elevator company must charge the same rate at all its country elevators, unless it gets permission in writing from the board to reduce its rates in order to meet competition.

The Grain Growers' Grain Company has not made application to the board for this permission at Binsearth. In the opinion of the board, when the rates are reduced by an elevator company at any particular point without getting the permission from the board, as provided under section 222, they will have to reduce the rate to the same scale all over their system.

W. D. STAPLES.

Concurred in by

J. P. JONES.

FORT WILLIAM, Ont., November 19, 1914.

4.—APPLICATION OF THE DOMINION MILLERS' ASSOCIATION *RE* EASTERN ELEVATOR TARIFFS.

(A)

GRAND TRUNK RAILWAY SYSTEM SPECIAL LOCAL FREIGHT TARIFF SHOWING CHARGES FOR
ELEVATION, STORAGE, ETC., ON GRAIN EX LAKE *in* TIFFIN No. 2 ELEVATOR.

ON DOMESTIC GRAIN.

See Notes 1 and 2.

From December 16 to August 31, both dates inclusive:—

Elevating grain from vessel to elevator, including (A) 20 days' free storage therein and loading into cars, but exclusive of shovelling grain in steamer— $\frac{1}{2}$ cent per bushel.

Storage for each succeeding 15 days or part thereof— $\frac{1}{8}$ cent per bushel.

From September 1 to December 15, both dates inclusive:—

Elevating grain from vessel to elevator, including (A) 10 days' free storage therein and loading into cars, but exclusive of shovelling grain in steamer— $\frac{1}{2}$ cent per bushel.

Storage for each succeeding (A) 10 days or part thereof—(A) $\frac{1}{8}$ cent per bushel.

ON EXPORT GRAIN.

(See Note No. 2.)

Elevating grain from vessel to elevator, including 30 days' free storage therein, and loading into cars, but exclusive of shovelling grain in steamer—(R) $\frac{1}{4}$ cent per bushel.

Storage for each succeeding (A) day (R)— $\frac{1}{50}$ cent per bushel.

(A) Advance.

(R) Reduction.

SESSIONAL PAPER No. 10d

NOTE 2.—Export charges apply only on traffic consigned through to British and foreign countries (except points in Canada, United States, Mexico, Newfoundland, and Islands of St. Pierre and Miquelon).

All other traffic will be subject to the charges for domestic grain.

CANADIAN PACIFIC RAILWAY TARIFF No. E-2476, CANCELLING No. E-1980, PORT
McNICOL ELEVATOR.

DOMESTIC GRAIN.

From 16th December to 31st August, both dates inclusive:—

Elevating from vessel to elevator, including (A) 20 days' storage therein and loading into cars, but exclusive of shovelling grain in vessel— $\frac{1}{2}$ cent per bushel.

Storage for each succeeding 15 days or part thereof— $\frac{1}{3}$ cents per bushel.

From 1st September to 15th December, both dates inclusive:—

Elevating from vessel to elevator, including (A) 10 days' storage therein and loading into cars, but exclusive of shovelling grain in vessel— $\frac{1}{2}$ cent per bushel.

Storage for each succeeding (A) 10 days or part thereof (A)— $\frac{1}{4}$ cent per bushel.

EXPORT GRAIN.

Elevating from vessel to elevator, including 30 days' storage therein and loading into cars, but exclusive of shovelling grain in vessel— $\frac{1}{4}$ cent per bushel.

Storage for each succeeding (A) day— $\frac{1}{50}$ cent per bushel.

ADVANCES IN THE PROPOSED TARIFF ON DOMESTIC GRAIN IN TIFFIN ELEVATOR No. 2.

There are four advances in the new tariff:—

1. The free storage period is reduced from thirty days to twenty during the period from December 16 to August 31.

2. The free storage period is reduced from thirty days to ten during the period from September 1 to December 15.

3. The rate for storage after the free period elapses is advanced from $\frac{1}{3}$ cent to $\frac{1}{4}$ cent per bushel.

4. And this higher rate is charged for each succeeding ten days or part thereof instead of fifteen days or part thereof.

ADVANCES IN THE PROPOSED TARIFF ON DOMESTIC GRAIN IN PORT McNICOLL ELEVATOR.

There are similar advances in the new tariff on domestic grain in the Port McNicoll elevator.

DOMESTIC GRAIN.

The Grand Trunk tariff for Tiffin No. 2 elevator states in Note 2 that "Export charges apply only on traffic consigned through to British and Foreign Countries (except to points in Canada, United States, Mexico, Newfoundland, and islands of St. Pierre and Miquelon). All other traffic will be subject to the charges for domestic grain."

According to Mr. Dewey, the railway companies mean by domestic grain any grain, whether grown in Canada or the United States, that is shipped through Canadian points and consumed either in the United States or Canada. Domestic grain, therefore, in the tariffs in question includes United States grain shipped through the elevators for consumption either in Canada or the United States.

6 GEORGE V, A. 1916

APPLICATION OF THE DOMINION MILLERS' ASSOCIATION.

The Dominion Millers' Association applied to the Board of Grain Commissioners to have these four advances on domestic grain disallowed. The application was limited to domestic grain, and by domestic grain the millers meant grain consumed in Canada. The Dominion Millers' Association consider that United States grain shipped through Canadian channels and consumed in the United States should be regarded as export grain; at all events the domestic grain, which is the subject of the application of the Dominion Millers' Association, is grain consumed in Canada.

And the Dominion Millers' Association applied for the disallowance of the advanced rates on domestic grain on the ground that the advanced charges would fall on the Canadian millers, that the milling industry in Ontario is not in a condition to bear any additional burden, and that to increase the charges on grain consumed by mills in eastern Canada while not increasing the charges on export grain or while reducing the charges on export grain, involves a discrimination in favour of the millers in foreign countries at the expense of Canadian millers and makes more difficult the manufacture of flour in Canada. The millers do not think it is a sound economic policy to make it easier to ship the raw material and to make it more difficult to manufacture the raw material into flour at home.

REASONS FOR THE ADVANCES ON DOMESTIC GRAIN.

The Grand Trunk and Canadian Pacific Railway Companies justify the proposed advances on domestic grain as follows:—

The main economic function of the two elevators concerned is to facilitate the transportation of the grain of the Northwest provinces of Canada to the export market, and any condition which makes it more difficult for the elevators to serve this function is detrimental to the interests of the country. Few millers in Eastern Canada have facilities for storing wheat, and the other millers use these transfer elevators for storage houses. The domestic grain, according to the railway companies, is kept too long in store in the elevators at Port McNicoll and Tiffin, with the result that the elevators are not able to handle the large volume of grain that must be exported as economically as is desirable and possible. Ships, accordingly, are delayed and the whole work of transporting the large volume of grain that must be exported is seriously interfered with. The rates, therefore, on domestic grain are not increased for the sake of additional profits to the elevators from the handling of domestic grain, but rather in order to limit the use of these elevators for storage purposes by eastern millers, and to confine the use of the elevators as far as possible to transfer purposes. The railway companies consider that these elevators should not be used for storage purposes, especially during those months when the export grain is rushed to market in large quantities. They consider that millers should provide their own storage, and that if the millers do not provide their own storage, they should not be encouraged by low elevator rates to store their grain in elevators primarily designed as transfer elevators, and they should not be permitted to put obstacles in the way of the rapid and economical transportation of the export grain.

PUBLIC ELEVATORS.

The two elevators in question are licensed as public elevators in the Eastern Division, and *The Canada Grain Act* defines a "public elevator" as "Every elevator or warehouse which receives grain for storage from the Western Inspection Division after such grain has been inspected under this Act." There is nothing in the Canada Grain Act that would authorize the prohibition of elevators operated under the license of a public elevator in the Eastern Division storing grain. So far as *The*

SESSIONAL PAPER No. 10d

Canada Grain Act is concerned, public elevators in the Eastern Division may be used for storage purposes, and their use for storage purposes is as legitimate as their use for transfer purposes.

Further, according to *The Canada Grain Act*, section 126, "No discrimination shall be made between persons desiring to avail themselves of warehouse facilities." Taking the proposed tariffs, it would appear that from the 1st of September to December 15, inclusive, the Ontario miller would be charged $\frac{1}{2}$ cent per bushel for elevation and 10 days' storage, whereas the exporter of grain to Great Britain would be charged $\frac{1}{4}$ cent per bushel for elevation and 30 days' storage.

There certainly appears to be a discrimination against the Ontario miller.

CONGESTION AT THE ELEVATORS IN THE PERIOD FROM SEPTEMBER 1 TO DECEMBER 15.

The railway companies argue that there is a congestion during this period and that this congestion is caused by the fact that domestic grain is held in store in the elevators by millers, and they argue that in consequence of this congestion the transportation of the export wheat is delayed.

It has not been proven to the satisfaction of the Board of Grain Commissioners that such congestion as has been experienced was caused by grain being held in store in the elevators by the Ontario millers. Indeed, the representatives of the railways include under domestic grain United States grain shipped to United States points. The domestic grain, therefore, which caused the congestion, was, in part, according to them, United States grain shipped to United States points; and it was not proved to the satisfaction of the Board that there were not other causes to which such congestion might be attributed, for example, conditions at Montreal and St. John, ocean tonnage, market prices, etc., and it was not proved to the satisfaction of the board that the adoption of the advanced rates would remove the congestion.

The board consider, therefore, that a sufficient cause has not been made out for all these advances on domestic grain.

Doubtless during the period from September 1 to December 15, the elevators are called upon to transfer a large volume of Canadian grain to the export market, and the exporting of Canadian grain is an important Canadian industry. It is most important that the elevators should be operated during that period in such a way as to facilitate the movement of the grain to the foreign market. The Board, therefore, approve of limiting the free storage during the period from September 1 to December 15, upon both domestic and export grain to ten days, but the board cannot approve of the other three advances proposed in the tariffs on domestic grain. It is therefore ordered that these three advances on domestic grain be discontinued from the 1st of September in so far as the Grand Trunk elevator is concerned, and from 8th of September in so far as the Canadian Pacific elevator is concerned.

The board further orders that as Note No. 2 in the tariff of the Grand Trunk elevator, I.C.C. 2078, is somewhat ambiguous, and as the tariff of the Canadian Pacific, No. 2476, gives no distinction between domestic and export grain, both companies be required to embody in the published tariff an explicit distinction between export and domestic grain.

R. MAGILL,

Chief Commissioner.

Concurred therein—

W. D. STAPLES,

Commissioner.

J. P. JONES,

Commissioner.

FORT WILLIAM, Ont., October 22, 1914.

6 GEORGE V, A. 1916

APPLICATION OF THE SCOTTISH CO-OPERATIVE WHOLESALE SOCIETY, LIMITED, FOR
PRIVATE COUNTRY ELEVATORS, ETC.

Messrs. Allan, Stewart, Paisley and Fisher, as representing the Scottish Co-operative Wholesale Society, Ltd., met the Board of Grain Commissioners to put before the Board the desires of their company in the matter of grain.

Speaking generally, their company desired to purchase or produce their own wheat on the prairies, preserve its identity in their own country elevators, preserve its identity in the terminal elevators, preserve its identity in the lake and ocean steamers and in the eastern elevators, and thus secure their own grain for their own mills in Scotland.

1. *Country Elevators.*

The Chief Commissioner read the following extract from a letter from the Department of Justice:—

“I beg to advise you that with the exception of that contained in section 152 of *The Canada Grain Act*, country elevators within the meaning of the Act are subject to section 157 thereof, which in my opinion precludes the owner or operator of such an elevator from refusing to store the grain of other persons so long as there is space to receive the same.”

On this interpretation of *The Canada Grain Act* it would be impossible, under present law, to give any license to the Scottish Co-operative Wholesale Society which would enable them to operate and own elevators in the West for the purpose of preserving their own grain and of enabling them to refuse grain offered to them for storage.

As to whether amending legislation could be secured from the Canadian Parliament, the chief commissioner intimated that it was unlikely that any legislation could be secured by any milling companies in Great Britain that would not be applicable to milling companies in Canada. Canadian mills operate elevators under license as public storage elevators.

But under existing legislation which the Board of Grain Commissioners must administer, the elevators of the Scottish Co-operative Wholesale Society must be open to the public so long as there is space. On the other hand, the chief commissioner pointed out that it was quite possible for the Scottish Co-operative Wholesale Society to keep their own grain intact and to maintain its identity so far as country elevators were concerned, by special binning in the country elevators.

2. *Terminal Elevators.*

With reference to maintaining the identity of grain, especially of the higher grades used by the Scottish Co-operative Society's mills, at the terminal point, the chief commissioner intimated that the Board of Grain Commissioners might be willing to lease special bins to the Scottish Co-operative Wholesale Society during the period of nine months in the year in the government elevator, and the chief commissioner agreed to put this matter before the board and have the board send a statement with regard to details and conditions to Mr. Fisher.

The chief commissioner pointed out that if the Scottish Co-operative Wholesale Society built or bought a small terminal elevator at the head of the lakes, and operated it under the regular public terminal license, there would be no difficulty found by them in preserving the identity of their own grain, because in fact, terminal elevators compete for business. Grain does not go to terminal elevators automatically or by gravitation, and if the Scottish Co-operative Wholesale Society did not solicit any other business than their own, they would not get it. Further, if they did not want

SESSIONAL PAPER No. 10d

to unload cars containing their own grain, but of lower grades than that milled, they could easily divert such cars to any other terminal elevator, so that the Scottish Co-operative Society would have no difficulty in maintaining the identity of its own grain at the terminal point.

3. *From terminal point to seaboard.*

The chief commissioner pointed out the possibility of shipping grain all water direct from Fort William to Montreal. Apart from this, eastern elevators as a rule are willing to preserve the identity of the cargo in order to get business, although from the point of view of *The Canada Grain Act*, the eastern elevators are not compelled to preserve the identity of the lot so long as they do preserve the identity of the grade.

The Board of Grain Commissioners for Canada would like to meet the wishes of the Scottish Co-operative Wholesale Society, Limited. If the Scottish Co-operative Wholesale Society were, after reviewing the whole situation, favourably disposed towards increasing their capital in Canada, the board would be pleased to consider any amendment to *The Canada Grain Act* which the Scottish Co-operative Wholesale Society may deem necessary to meet their wishes.

R. MAGILL,

Chief Commissioner.

I concur—

J. P. JONES,

Commissioner.

APPLICATION OF THE MANITOBA GRAIN GROWERS' ASSOCIATION FOR THE REDUCTION OF COMMISSION CHARGES ON THE SALE OF GRAIN IN GRAIN EXCHANGES.

On the 13th of November, 1914, the Board of Grain Commissioners received the following resolution from the Manitoba Grain Growers' Association:—

“That the secretary be and is hereby instructed to make application to the Board of Grain Commissioners for Canada to have a clause inserted in *The Canada Grain Act* providing that the maximum charge for selling grain on commission in any grain exchange west of Port Arthur should be 1 cent per bushel for wheat and flax, $\frac{1}{2}$ cent per bushel for oats, and $\frac{3}{4}$ cent per bushel for barley.”

The present commission charge is 1 cent per bushel for wheat, oats, barley and flax.

On the 14th of December, 1914, the Board also received the following resolution from Alberta:—

“That in the opinion of the shareholders of the Alberta Farmers' Co-operative Elevator Co., Ltd., in annual convention assembled, the commission for the handling of oats should be reduced to $\frac{1}{2}$ cent per bushel.”

In accordance with the original application, a meeting was held in the city of Winnipeg on December 14, 1914.

After hearing the evidence the chief commissioner, on behalf of the board, summed up as follows:—

“If this were only a matter of deciding whether the commission on oats should be one cent or one-half cent per bushel, it would be easy for the board to form a decision and act upon it. But as I see it, the real issue raised is a much bigger one; it is whether there should be an increased state regulation of the grain exchanges.

6 GEORGE V, A. 1916

“And that being the issue really raised, the Board of Grain Commissioners cannot refuse to send it forward to the Government. The Grain Growers’ representatives, feeling that the commission charges upon oats and barley are too high, and being unable to obtain a satisfactory adjustment from the grain exchange, have come to the board and have asked for an amendment to *The Canada Grain Act*. This amendment really involves the State supervision or regulation of the grain exchanges.

“The board cannot decline to send this large issue forward, based as it is upon what appears to be an unduly high commission on oats and barley. Our conclusion, therefore, to-day is that if the dissatisfaction of the farmers continues with these charges; if, in other words, the grain exchange abides by the present commission rule, the board must send the whole matter to a higher tribunal than the board is empowered to be.”

On the 5th of January, 1915, the board received the following letter from the Winnipeg Grain Exchange:—

“I beg to inform you that at a special general meeting of the Winnipeg Grain Exchange held on the 29th of December last, the by-laws, rules and regulations of the exchange were unanimously amended, changing the commission rate to non-members of the exchange for receiving and selling and accounting for on arrival, to arrive or for some future month’s delivery, on oats from one cent per bushel to five-eighths cent per bushel; the rate of commission on oats to members of the exchange was also unanimously changed from one-half cent per bushel to three-eighths cent per bushel.”

Copy of this letter was sent to the applicants, the Manitoba Grain Growers’ Association, who replied on the 27th of January as follows:—

“I am directed by the Board of Directors of the Manitoba Grain Growers’ Association to inclose you a copy of the resolution passed at the annual convention of the Manitoba Grain Growers, held in Brandon on the 13th, 14th, and 15th instant.

“I am directed to say that the resolution passed by the Winnipeg Grain Exchange, proposing to reduce the commission on oats to $\frac{5}{8}$ cent per bushel, effective September 1, 1915, does not meet the views of the Grain Growers’ Association, and they intend to continue to press for a further reduction, until the discrimination in the commission charges on oats and barley, as compared to flax and wheat, is removed.”

On the 2nd of February, the board answered this communication by the following letter:—

“I beg to acknowledge receipt of your letter of the 27th ult. with inclosure as stated, addressed to the chief commissioner.

“The Board of Grain Commissioners, at the session held in Winnipeg, stated that if the dissatisfaction on the part of the producers in connection with commission charges remained, the board would send the whole question to Parliament. The board notes the reduction offered by the Winnipeg Grain Exchange does not satisfy the farmers.

“The Board has no assurance that legislation can be obtained during the coming session, but in view of the fact that the producers are still dissatisfied, the board is prepared to recommend that an amendment be made to *The Canada Grain Act*, section 215, as follows: Proposed that subsection 2 be added to section 215 as follows: ‘The charge for selling grain on commission shall be subject to such regulations and reductions as the board deems proper.’

SESSIONAL PAPER No. 10d

"The Board would like to hear from your association at an early date in connection with this matter."

This letter has met with the approval of the Grain Growers generally.

The Board of Grain Commissioners therefore recommends that the following amendment be made to *The Canada Grain Act* at the present session of Parliament:—

"Section 215 is amended by adding thereto subsection 2 which reads as follows:—

"The charge for selling grain on commission shall be subject to such regulations and reductions as the board deems proper.'"

The amendment recommended by the board has not yet been made by Parliament.

R. MAGILL,

Chief Commissioner.

I concur,

W. D. STAPLES,

Commissioner.

J. P. JONES,

Commissioner.

ORDERS ISSUED BY THE BOARD FROM THE 21ST OCTOBER, 1914, TO APRIL 18, 1915.

Date.	Order No.	Subject.	
March 11.	27	Complaint.	In the matter of the complaint of L. A. Cayford, Chauvin, Alberta, <i>re</i> undue dockage assessed by the Alberta Farmers' Co-op. Elevator Co., Ltd., at their elevator at Chauvin, Alberta. It is ordered that the Alberta Farmers' Co-operative Elevator Co. show cause to the board not later than the 25th day of March, 1915, why they should not refund all the assessed dockage over and above one-half of one per cent that they have taken on sound grain at their elevator at Chauvin, Alberta, since the 1st of September, 1914.
April 28.	28	Elevator equipment.	In the matter of elevator equipment for loading to steamers at Fort William and Port Arthur. It is ordered that all elevators at Fort William and Port Arthur shipped to steamers equipped with stationary spouts and turnheads must provide before the 15th of May, 1915, a slide valve to be placed in each spout leading to shipping bins, said slide valve to be fastened by lock and key, which key will be in the custody of the Government weighman. It is further ordered that all elevators at Fort William and Port Arthur, as outlined above, must provide fasteners on the short movable scale spouts on turnheads. It is further ordered that all elevators at Fort William and Port Arthur shipping to steamers equipped with Mayo spouting must be fastened by lock and key, provide covers for the shipping bins of which said key must be retained by the Government weighman.

6 GEORGE V, A. 1916

ORDERS ISSUED BY THE BOARD FROM 21ST OCTOBER, 1914, TO APRIL 18, 1915—Con.

Date	Order No	Subject.	
April 28	29	Complaint. . . .	W. H. Bennett as General Manager of the Estevan Grain Co., Ltd., was responsible for the proper inspection and proper use of the scales of the elevator. On his own evidence he was guilty of gross negligence in regard to the scales, and the evidence of the operator of the elevator to the effect that Bennett broke the seals himself was not rebutted. It is therefore ordered that the Estevan Grain Co., Ltd., discharge the said W. H. Bennett from its employ.
July 7.	30	Loading platform.	In the matter of the extension of the loading platform at Limerick, Sask. (C.P.R.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform extended to 100 feet in length, to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.	31	Loading platform.	In the matter of the building of a grain loading platform at Spring Valley, Sask. (C.N.R.). It is ordered that the Canadian Northern Railway erect a grain loading platform to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.	32	Loading platform.	In the matter of the extension of the grain loading platform at Viewfield, Sask. (G.T.P. Ry.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right and the platform extended to 100 feet in length, to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.	33	Loading platform.	In the matter of the extension of the loading platform at Archive, Sask. (C.P.R. Ry.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform be extended to 100 feet in length to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.	34	Loading platform.	In the matter of the extension and repairing of the grain loading platform at Aylesbury, Sask. (C.N.R. Ry.), 7th July. It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform be extended to 100 feet in length to take care of four cars simultaneously, before the 1st of September, 1915.
July 7.	35	Loading platform.	In the matter of the extension of the loading platform at Handel, Sask. (C.P.R.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform extended to 100 feet in length to care for four cars simultaneously, by Sept. 1st, 1915.
July 7.	36	Loading platform.	In the matter of the extension of the grain loading platform at Veregin, Sask. (C.N.Ry.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform extended to 100 feet in length to take care of four cars simultaneously, by the 1st of Sept., 1915.
July 7.	37	Loading platform.	In the matter of the erection of a loading platform at Glencairn, Man. (C.N. Ry.). It is ordered that a standard two car grain loading platform be erected by the 1st of September, 1915.

SESSIONAL PAPER No. 10d

ORDERS ISSUED BY THE BOARD FROM THE 21ST OCTOBER, 1914, TO APRIL 18, 1915—*Con.*

Date.	Order No.	Subject.	
July 7.....	38	Loading platform.....	In the matter of the erection of a grain loading platform at Sevick Siding, Man. (C.N. Ry.). It is ordered that a standard grain two car platform be erected by the 1st of September, 1915.
July 7.....	39	Loading platform.....	In the matter of the extension of the grain loading platform at Clavet, Sask. (G.T.P. Ry.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform extended to 100 feet in length, to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.....	40	Loading platform.....	In the matter of the extension of the grain loading platform at Fortier, Man. (G.T.P. Ry.). It is ordered that the present grain loading platform be put in a good state of repair, the grades and approaches put right, and the platform be extended to 100 feet in length, to take care of four cars simultaneously, by the 1st of September, 1915.
July 7.....	41	Loading platform.....	In the matter of the extension of the grain loading platform at Oakville, Man. (C.N. Ry.). It is ordered that the present grain loading platform be put in a good state of repair, and the grades and approaches put right, and the platform be extended to 100 feet in length, to take care of four cars simultaneously by the 1st of September, 1915.
July 14.....	42	Loading platform.....	In the matter of the extension of the grain loading platform at Millwood, Man. (C. P. Ry.). It is ordered that the present platform be put in a good state of repair, the grades and approaches put right and extended to sixty feet in length to take care of two cars simultaneously, by the 1st of September, 1915.
July 21.....	43	Tariffs.....	In the matter of filing tariff of charges with the Board for storage, cleaning and handling of grain in your elevator for the season 1915-1916, according to sections 121, 137 and 139 of The Canada Grain Act. It is ordered that you file with the Board the above tariff by the 1st of September, 1915.
July 22.....	44	Weighing up grain.....	In the matter of weighing up grain by elevators for steamers. Permission will be granted to elevators which are properly equipped to weigh up grain for steamers, in advance of their arrival at the docks, provided that the grain so weighed up to shipping bins be loaded aboard said steamer, the same day on which it is weighed, or weighed back to storage bins. Further, if grain is weighed up for a steamer or steamers, and the steamer or steamers do not arrive that day to take said grain on board, the weighing back into the elevator and all expenses and incidentals thereto will be charged to the applicant.
July 27.....	45	Loading platform.....	In the matter of the extension of the loading platform at Arnaud, Man. (C.P.R. Co.), 27th July. It is ordered that the present grain loading platform be repaired, the approaches put in good condition, and the platform extended to take care of four cars simultaneously, by the 1st of September, 1915.
July 29.....	46	Loading platform.....	In the matter of the extension of the grain loading platform at Kipling, Sask. (C.N.R.). It is ordered that the Canadian Northern Railway extend the present grain loading platform to 100 feet in length, to take care of four cars simultaneously, by the 15th of September, 1915.

6 GEORGE V, A. 1916

ORDERS ISSUED BY THE BOARD FROM THE 21ST OCTOBER, 1914., TO APRIL 18, 1915—*Con.*

Date	Order No.	Subject.	
July 30.	47	Loading platform.	In the matter of the extension of the grain loading platform at Keeler, Sask. (C.P.R.). It is ordered that the present grain loading platform be repaired and extended to 100 feet in length to take care of four cars simultaneously, by the 15th September, 1915.
July 31.	48	Loading platform.	In the matter of the extension of the grain loading platform at Beverley, Sask. (C.P.Ry.). It is ordered that a new four car grain loading platform be erected by the 15th of September, 1915, and suitable approaches made thereto, and built west of the elevators and coal sheds.
Aug. 2.	49	Loading platform.	In the matter of the extension of the grain loading platform at Dummer, Sask. (C.N. Ry.). It is ordered that the present grain loading platform be extended to 100 feet in length, to take care of four cars simultaneously, by the 15th of September.
Aug. 24.	50	Loading platform.	In the matter of the extension of the grain loading platform at Lydden, Sask. (G.T.P. Ry.). It is ordered that the present grain loading platform be extended to 100 feet, to take care of four cars simultaneously, by the 1st of Oct., 1915.
Sept. 18.	51	Complaint <i>re</i> delay to steamer.	In the matter of the delay to the str. <i>Glenfinnan</i> , Sept. 10th, also letter from Great Lakes Transportation Co., Ltd., dated 17th Sept., in reference thereto, copy attached. (Thunder Bay Elev. Co.) It is ordered that you file with the Board by the 24th inst. a full explanation of the cause of the delay, giving full particulars of quantities loaded on this steamer, as well as on the steamers <i>Graham</i> and <i>Sarnian</i> .
Sept. 18.	52	Delay to steamer, complaint.	In the matter of the delay to the steamer <i>Glenlyon</i> , Sept. 17, also letter from the Great Lakes Transportation Co., Ltd., dated 17th September, in reference thereto, copy attached. (Canadian Northern Elevator Co.) It is ordered that you file with the Board by the 24th inst. a full explanation of the cause of the delay, giving particulars of quantities loaded on this steamer, as well as on the steamer <i>Doric</i> .

SESSIONS HELD BY THE BOARD.

The board held fifty-eight meetings for the year ended December 31, 1915, the majority of which were for the purpose of dealing with extensions to loading platforms.

CHAPTER 9.

REVENUE AND EXPENDITURES.

The following statement, which has been prepared by the chief accountant, Mr. Smith, Winnipeg, shows the receipts and expenditures for the crop years ended August 31, 1914, and August 31, 1915, for all the offices in the Eastern and Western divisions. The statement also shows the increases or decreases of the revenue and expenditure at each office for the year 1915, as compared with the year 1914.

EASTERN DIVISION.

It will be noticed that each of the offices in the Eastern division still show deficits, although the deficits are smaller than in the year 1914. The deficit in the Eastern division has been lowered approximately \$3,000.

WESTERN DIVISION.

In this year's statement there are large deficits shown where previously large surpluses were reported. The reason for this is the short crop of the crop year ended August 31, 1915.

(a) *Calgary*.—The receipts at the Calgary office are approximately the same as last year. The expenditures are a little higher, this being on account of the statutory increases in the salaries. The deficit at the Calgary office was increased \$358 for the crop year, ended August 31, 1915, over the previous year.

(b) *Duluth*.—There is a decrease in the revenue at the Duluth office of \$4,443.59. The inspection fees for the year 1914 were approximately \$6,000, while the inspection fees for the year 1915 dropped to \$1,628. This is the reason of the large deficit this year. It might be interesting to show a summary of the surpluses and deficits at Duluth for a period of the last eight years. These are given herewith:—

	Deficit.	Surplus.
Year 1907-8 deficit paid by Canadian Northern Railway.	.....
" 1908-9 surplus.. .. .	.....	\$1,046 65
" 1909-10 " .. .. .	.....	313 65
" 1910-11 deficit.. .. .	\$1,505 61	
" 1911-12 surplus.. .. .	.....	5,429 42
" 1912-13 " .. .. .	.....	1,877 32
" 1913-14 " .. .. .	.....	38 94
" 1914-15 deficit.. .. .	3,361 40	
Total.. .. .	\$4,867 01	\$8,705 98
		4,867 01
Total surplus on period of eight years... .. .		\$3,838 97

It will therefore be seen that since the Duluth office was opened the inspection department has made a surplus of \$3,838.97.

(c) *Moosejaw*.—The increase in the revenue of the Moosejaw office is caused by the opening of the Canadian Government elevator at that point. Previous to the opening of the Canadian Government elevator there was an inspector and weighman at the Robin Hood mills. A surplus is shown at this point.

6 GEORGE V, A. 1916

(d) *Saskatoon*.—An inspector and weighman were placed at Saskatoon for the opening of the Canadian Government elevator. For the year's work there is a deficit of \$512.

(e) *Medicine Hat*.—The salaries of the inspectors and weighmen at Medicine Hat are guaranteed by the milling companies at that point, and therefore if there is a shortage it is made up by them. The deficit this year was only \$16.80, which has been collected from the different companies interested.

(f) *Vancouver*.—The board has two weighmen stationed at Vancouver, whose salaries are guaranteed by the elevator and milling companies at that point.

On the year's work there is a deficit of \$4, which has been collected from the companies interested.

(g) *Keeuwatin*.—The same remarks made in connection with Vancouver apply to this point. Instead of, however, there being a deficit, there is a surplus on the year's work of \$151.60, which reverts to the weighing department.

(h) *Kenora*.—The deficit at this point has been increased from \$137.50 to \$551.30, an increase of \$413.80. In connection with this office, below will be found a statement showing the surpluses and deficits at the Kenora office since it was opened. It will be noticed that the weighing department have received a surplus of \$1,285.55 for the six years' work:—

	Deficit.	Surplus.
Year 1909-10 surplus.. .. .	.....	\$ 575 00
" 1910-11 " .. .. .	.....	335 85
" 1911-12 " .. .. .	.....	852 75
" 1912-13 " .. .. .	.....	210 75
" 1913-14 deficit.. .. .	\$137 50	
" 1914-15 "	551 30	
Total.. .. .	\$688 80	\$1,974 35
		688 80
Total surplus on period of six years.. .. .		\$1,285 55

(i) *Fort William and Port Arthur*.—The surplus of \$68,326.52 in the year 1914 was turned into a deficit of \$35,045.10 in the year 1915. By referring to the statement it will readily be seen how this has occurred. The inspection fees for this year are approximately \$42,000 lower, and the weighing fees are approximately \$54,000 lower. The expenditures are higher, but this is caused by statutory increases to the salaries of inspectors, weighmen, samplers, etc.

(j) *Winnipeg*.—The same remarks as to the inspection fees and weighing fees at Fort William and Port Arthur apply to Winnipeg. The inspection fees are \$40,000 lower, and the weighing fees \$6,000 lower than in 1914. A deficit of approximately \$24,233.95 in 1914 has been increased to a deficit of \$59,690.57.

GENERAL.

It is quite apparent that the cause of the large increase in the deficit for the year 1915, and the large reduction in the revenue in so far as the inspection and weighing fees are concerned, has been caused solely by the short crop.

For the Western division there is an increase of approximately \$16,000 in the expenditures, which is accounted for by the statutory increases given to the staff on September 1, 1914. The increases granted by the minister on that date approximated \$32,000.

SESSIONAL PAPER No. 10d

With regard to the expenses for the Board of Grain Commissioners proper, the increase in the salaries is caused by statutory increases, and by the organization of the statistician's department. Contingent and travelling expenses for the Board of Grain Commissioners have only been increased approximately \$500.

In conclusion, it might be stated that the following figures of expenditures do not include the different amounts paid by the Department of Trade and Commerce to the King's Printer for stationery and printing, supplied to the different offices under the board.

STATEMENT of Revenue and Expenditure for Crop Years ended August 31, of the years 1914 and 1915.

	1914.		1915.		Increase or Decrease.
<i>A—Montreal.</i>					
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Receipts—Inspection and weighing fees, etc.....		2,031 67		2,235 72	Inc. 204 05
Expenditures—Salaries.....	6,676 64		6,698 00		
Contingencies.....	2,385 80		1,741 09		
		9,062 44		8,439 09	Dec. 623 35
Deficit.....		7,030 77		6,203 37	Dec. 827 40
<i>B.—Toronto.</i>					
Receipts—Inspection and weighing fees, etc.....		699 74		2,405 21	Inc. 1,705 47
Expenditures—Salaries.....	3,500 00		4,100 00		
Contingencies.....	643 97		1,099 94		
		4,143 97		5,199 94	Inc. 1,055 97
Deficit.....		3,444 23		2,794 73	Dec. 649 50
<i>C.—Peterborough.</i>					
Receipts—Inspection and weighing fees, etc.....		190 80		97 14	Dec. 93 66
Expenditures—Salaries.....	900 00		300 00		
Contingencies.....	57 60		29 16		
		957 60		329 16	Dec. 628 44
Deficit.....		766 80		232 02	534 78
<i>D.—Kingston.</i>					
Receipts—Inspection and weighing fees, etc.....		8 25	Closed.		
Expenditures—Salaries.....	800 00				
Contingencies.....	11 80				
		811 80			
Deficit.....		803 55			
<i>Summary.</i>					
Montreal Deficit.....		7,030 77		6,203 37	Decrease. \$827 40
Toronto Deficit.....		3,444 23		2,794 73	649 50
Peterborough Deficit.....		766 80		232 02	534 78
Kingston Deficit.....		803 55			803 55
Total Deficit.....		\$12,045 35		\$9,230 12	\$2,815 23

6 GEORGE V, A. 1916

STATEMENT of Revenue and Expenditure for Crop Year ended August 31, of the
years 1914 and 1915—Continued.

	1914.		1915.		Increase or Decrease.	
	\$	cts.	\$	cts.	\$	cts.
<i>E.—Calgary.</i>						
Receipts—Inspection fees	3,289	75		3,246 00		
Weighing fees.	3,061	20		2,943 10		
Samples sold, etc.	57	45		65 60		
			6,408 40		6,254 70	Dec. 153 70
Expenditures—Inspection salaries....	7,278 25		{	4,550 50		
Weighing salaries.....				2,855 50		
Rent				396 60		
Expenses				1,007 07		
		8,605 24		8,809 67	Inc.	204 43
Deficit.....		2,196 84		2,554 97	Inc.	358 13
<i>F. Duluth.—</i>						
Receipts—Inspection fees.....	5,980	50		1,628 65		
Vessel overtime collect'ns	220	88		129 14		
			6,201 38		1,757 79	Dec. 4,443 59
Expenditures—Salaries.....	5,795	20		5,064 50		
Expenses.....	367	24		54 69		
			6,162 44		5,119 19	Dec. 1,043 25
Surplus.....			38 94			
Deficit.....				3,361 40	Inc.	3,400 34
<i>G.—Mooscjaw.</i>						
Receipts—Inspection fees.....	1,426 50		{	2,616 00		
Weighing fees.....				1,336 50		
			1,426 50		3,952 50	Inc. 2,526 00
Expenditure—Salaries (inspection and weighing).....	1,190	00		3,413 00		
Expenses.....	162	75		212 94		
			1,352 75		3,625 94	Inc. 2,273 19
Surplus.....			73 75		326 56	Inc. 252 81
<i>H.—Saskatoon.</i>						
Receipts—Inspection fees.....				1,266 50		
Weighing fees.....				1,365 90		
					2,632 40	
Expenditures—Salaries (inspection & weighing).....	Not opened.			2,833 00		
Expenses.....				312 34		
					3,145 34	
Deficit.....					512 94	
<i>I.—Medicine Hat.</i>						
Receipts—Inspection fees.....	1,350 00		{	900 00		
Weighing fees.....				600 00		
Adjustments.....				45 95		
			1,395 95		1,516 80	Inc. 120 85
Expenditures—Salaries.....	1,350	00		1,500 00		
Expenses.....	45	95		16 80		
			1,395 95		1,516 80	Inc. 120 85
<i>J.—Vancouver.</i>						
Receipts—Weighing fees.....	2,080	00		2,220 00		
Adjustment.....	25	00		4 00		
			2,105 00		2,224 00	Inc. 119 00
Expenditures—Salaries.....	2,100	00		2,220 00		
Expenses.....	5	00		4 00		
			2,105 00		2,224 00	Inc. 119 00

SESSIONAL PAPER No. 10d

STATEMENT of Revenue and Expenditure for Crop Year ended August 31, of the
years 1914 and 1915—*Continued.*

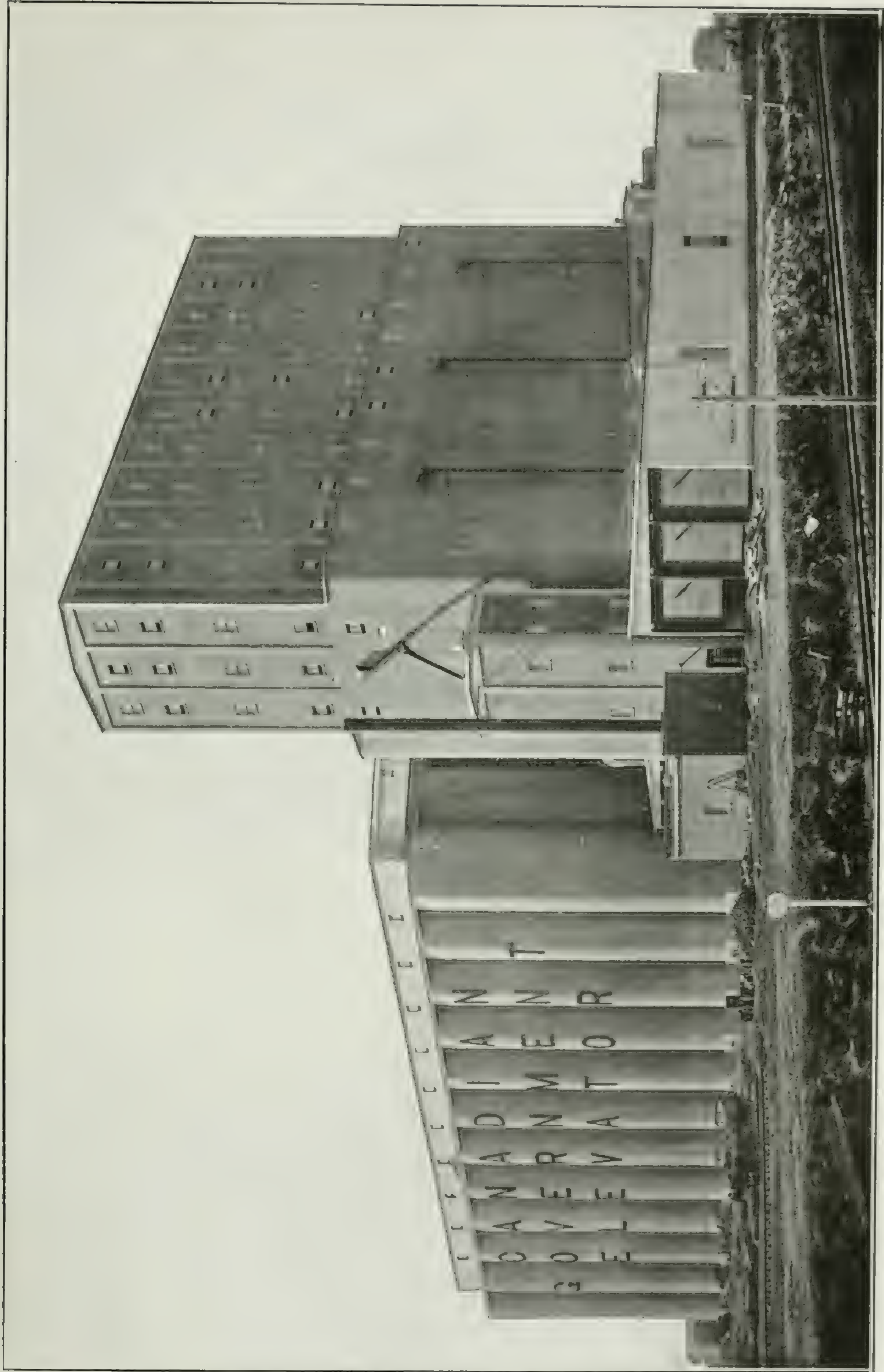
	1914.		1915.		Increase or Decrease.				
	\$	cts.	\$	cts.	\$	cts.			
<i>K.—Keewatin.</i>									
Receipts—Weighing fees.....			1,303	50	1,238	50	Dec.	65	00
Expenditures—Salaries.....	960	00			1,080	00			
Expenses.....	30	05			7	00			
			990	05	1,087	00	Inc.	96	95
Surplus.....			313	45	151	50	Dec.	161	95
<i>L.—Kenora.</i>									
Receipts—Weighing fees.....			784	50	547	50	Dec.	237	00
Expenditures—Salaries.....	915	00			1,080	00			
Expenses.....	7	00			18	80			
			922	00	1,098	80	Inc.	176	80
Deficit.....			137	50	*551	30	Inc.	413	80
<i>M.—Fort William and Port Arthur.</i>									
Receipts—Inspection fees.....	101,202	00			59,525	00			
Weighing fees.....	110,371	20			66,299	70			
Overtime collections.....	5,984	62			4,180	26			
Samples sold.....	2,059	90			1,448	79			
			219,917	72	131,453	75	Dec.	88,463	97
Expenditures—Salaries, Inspection... }	140,824	17			92,055	62			
“ Weighing.... }					64,561	85			
Rent.....	6,098	70			6,200	00			
Expenses.....	4,668	33			3,681	38			
			151,591	20	166,498	85	Inc.	14,907	65
Surplus.....			68,326	52					
Deficit.....					35,045	10	Inc.	103,371	62
<i>N.—Winnipeg.</i>									
Receipts—Inspection fees.....	95,096	00			54,388	00			
Weighing fees.....	12,103	65			6,609	70			
Samples sold.....	4,921	15			5,780	98			
Overtime collected and refunds.....					152	70			
			112,120	80	66,931	38	Dec.	45,189	42
Expenditures—Salaries, Inspection... }					95,028	65			
“ Weighing.... }	114,582	50			11,948	25			
Rent.....	12,465	82			12,680	52			
Expenses.....	9,306	43			6,964	53			
			136,354	75	126,621	95	Dec.	9,732	80
Deficit.....			24,233	95	59,690	57	Inc.	35,456	62
<i>Eastern Division.</i>									
Receipts—Inspection fees (grain)....					2,389	95			
Inspection fees (hay).....	1,585	40			922	15			
Weighing fees.....	76	60			19	50			
Samples taken, etc.....	1,268	46			1,406	47			
			2,930	46	4,738	07	Inc.	1,807	61
Expenditure—Salaries.....	11,876	64			11,098	00			
Contingencies.....	3,099	17			2,870	19			
			14,975	81	13,968	19	Dec.	1,007	62
Deficit.....			12,045	35	9,230	12	Dec.	2,815	23

*Since collected from Milling Company.

6 GEORGE V, A. 1916

STATEMENT of Revenue and Expenditure for Crop Year ended August 31, of the
years 1914 and 1915—*Concluded.*

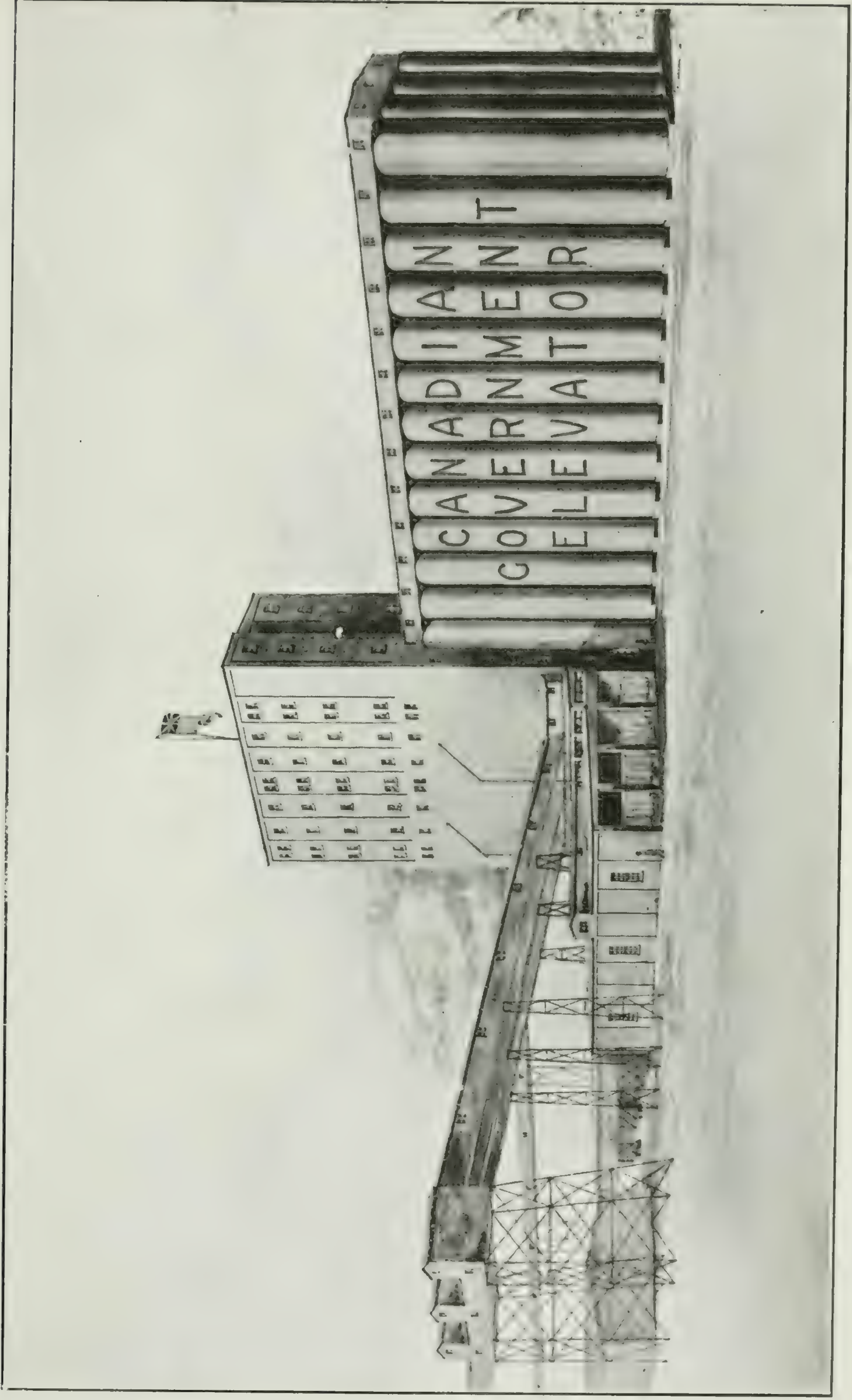
	1914.		1915.		Increase or Decrease.	
<i>Western Division.</i>	\$	cts.	\$	cts.	\$	cts.
Receipts—						
Inspection fees	205,568	25	123,570	15		
Weighing fees.....	125,836	05	83,160	90		
Samples sold.....	6,927	45	7,295	37		
Overtime collections.....	6,205	50	4,462	10		
License fees.....	15,225	00	15,795	00		
Registration fees.....	15,940	28	8,945	94		
Adjustments at Medicine Hat, Vancouver, and Kenora.....			572	10		
Sundries.....	190	40	69	00		
		375,892 93		243,870 56	Dec.	132,022 37
Expenditure—						
Salaries (Insp. and weigh).....	268,480	12	288,190	87		
Contingencies (Insp. and weigh).....	34,233	51	31,556	67		
Salaries (Trav. inspection).....	8,319	92	7,920	00		
Contingencies (Trav. inspection).....	3,611	08	2,663	82		
Salaries (Sec'ys and Survey Bds).....	1,050	00	1,050	00		
Salaries (Registering officers)....	10,360	52	10,959	92		
Contingencies (Register'g offic'rs).....	2,051	84	1,717	38		
License fees refunded.....			25	00		
		328,106 99		344,083 66	Inc.	15,976 67
Surplus.....		47,785 94				
Deficit.....				100,213 10	Inc.	147,999 04
<i>Board of Grain Commissioners.</i>						
Salaries.....	31,734	44	37,555	90		
Contingent and trav. expenses.....	13,547	96	14,056	83		
		45,282 40		51,612 73	Inc.	6,330 33
SUMMARY.						
Deficit, Eastern division.....	12,045	35	9,230	12		
Surplus, Western division.....		47,785 94				
Deficit, Western division.....			100,213	10		
Deficit, Board Gr. Commis.....	45,282	40	51,612	73		
		57,327 75				
Deficit, 1914-15.....				161,055 95	Inc.	151,514 14
Deficit, 1913-14.....		9,541 81				
Deficit, 1912-13.....		14,218 39				



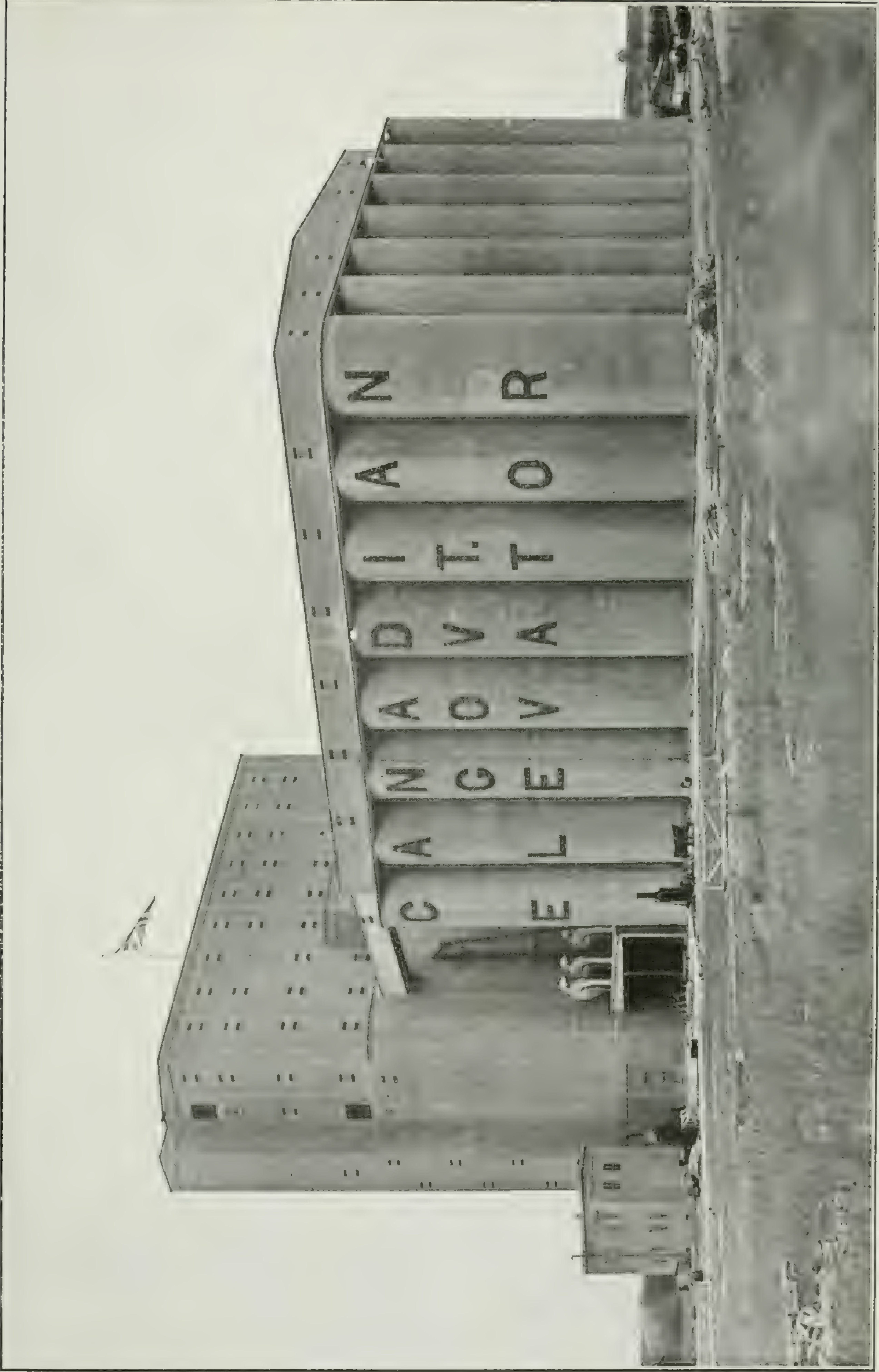
Saskatoon Elevator.



Moose Jaw Elevator.



Vancouver Elevator



Calgary Elevator.

SESSIONAL PAPER No. 10d

CHAPTER 10.**REPORT OF CHIEF ENGINEER—C. D. HOWE.***To Board of Grain Commissioners:—*

GENTLEMEN,—I beg to submit the following report of the work of the elevator construction branch for the current year.

Interior terminal elevators have been completed at Moosejaw and Saskatoon, in the province of Saskatchewan, and at Calgary, Alberta. An ocean terminal elevator is now in process of construction at Vancouver, B.C. The elevators at Saskatoon and Moosejaw were opened on October 14, 1914, and handled part of the crop of 1914. The elevator at Calgary was opened on September 1, 1915.

SASKATOON ELEVATOR.

The Saskatoon elevator has a total storage capacity of 3,500,000 bushels of grain. The elevator is of reinforced concrete construction throughout, and is fireproof. (See cut.)

The elevator working-house contains 110 concrete bins, with a total storage capacity of 500,000 bushels of grain. Cars are unloaded into the elevator in a reinforced concrete and steel track shed, the receiving capacity being eighteen cars of grain per hour. Cars of grain can be loaded out from the elevator at the rate of fifty-four cars per hour. The elevator can receive and ship grain at maximum capacity simultaneously. The elevator storage annex contains 150 bins, and has a total storage capacity of 3,000,000 bushels of grain.

The elevator is equipped with six hopper scales of 2,000 bushels capacity each. The cleaning equipment includes ten No. 9 Monitor receiving separators, two Monitor flax cleaners, two Richardson wheat and oats separators, and one No. 9 Monitor screenings separator. A Morris dryer with a drying capacity of 24,000 bushels of wet grain per day is installed in a separate building. Steam for drying purposes is furnished from a separate boiler-house, the boiler installation including two 100 horse-power marine type boilers.

The elevator equipment also includes two automatic sacking machines, each being installed in sacking rooms with a direct bag chute to cars. A Simplex screenings grinder for grinding elevator screenings into feed is installed in the elevator. This machine has a capacity of grinding from one and one-half to three tons of screenings per hour to any desired fineness. A complete dust collector system is provided, as well as a compressed air system for blowing dust out of motors.

The elevator is electrically driven, separate motors being provided for each machine. Fifty-four motors of sizes from 75 horse-power to 5 horse-power are used in the elevator. Electric power is purchased from the city of Saskatoon, and is transmitted to the elevator at 10,000 volts by means of an underground cable. A separate electrical sub-station building is provided at the site to house the elevator transformers, which transform the power from 10,000 volts, two phase, to 550 volts, three phase for power, and to 110 volts, single phase for lighting. The substation building also houses the elevator switch-board. Electric wiring is carried throughout the elevator in concealed conduit. The elevator has a complete equipment of interior telephones and signal bells and lights.

6 GEORGE V, A. 1916

The Saskatoon elevator is connected by direct spur trackage to the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railways. About three miles of trackage is provided at the elevator site on which cars may be handled by the elevator car haul machinery.

The total cost of the Saskatoon elevator plant was about \$1,150,000.

MOOSEJAW ELEVATOR.

The Moosejaw elevator is a duplicate of the Saskatoon elevator in respect to buildings and equipment. (See cut.)

Power for this elevator is supplied by a Diesel oil engine installation, housed in a reinforced concrete building adjacent to the elevator. The installation consists of three Diesel oil engines of 250 horse-power capacity, each direct connected to a dynamo, and one oil engine of 150-horse-power capacity direct connected to a dynamo. The plant is equipped with fuel oil storage tanks of large capacity, and with a large circulating water cooling tank. Circulating water for the oil engines is pumped from a well in the power-house basement. The switchboard for the control of the power dynamos and the power and lighting circuits throughout the elevator is located in the power-house building.

The Moosejaw elevator trackage is at present connected with the Canadian Pacific Railway. A spur track is now under construction that will connect the elevator trackage with the Grand Trunk Pacific and Canadian Northern Railways. The total cost of the Moosejaw elevator was about \$1,250,000.

CALGARY ELEVATOR.

The Calgary elevator has a storage capacity of 2,500,000 bushels of grain. The working house, drier, boiler house and transformer house are practically duplicates of those at Saskatoon. (See cut.) The Calgary storage annex contains 98 bins with a total capacity of 2,000,000 bushels of grain. Power for the Calgary elevator is purchased from the city of Calgary.

The Calgary elevator trackage is connected by direct spur tracks to the Canadian Pacific and Canadian Northern Railways. Cars from the Grand Trunk Pacific Railway reach the elevator trackage by a transfer track between that road and the Canadian Pacific Railway, and thence over the Canadian Pacific Railway direct spur.

The total cost of the Calgary elevator was about \$950,000.

VANCOUVER ELEVATOR.

The ocean terminal elevator under construction at Vancouver, B.C., is located at the site of the public dock on Burrard inlet, now in process of construction by the Dominion Government Public Works Department. The elevator will receive grain from cars and will ship grain to boats by means of conveyor galleries extending along both boat slips of the dock. Four ocean liners can be loaded from these galleries simultaneously. The dock served by the elevator is 800 feet in length by 300 feet in width, of reinforced concrete construction, with two boat slips each 800 feet long and 150 feet wide.

The Vancouver elevator is of reinforced concrete construction throughout, and will have a total storage capacity of 1,250,000 bushels of grain. (See cut) Its receiving capacity for grain from cars will be eighteen cars, or about 20,000 bushels of grain per hour. Its simultaneous capacity for shipping grain to boats will be 60,000 bushels of grain per hour. Two ocean boats can be loaded simultaneously at the rate of 30,000 bushels of grain each per hour, or four boats can be loaded simultaneously at the rate of 15,000 bushels of grain each per hour.

SESSIONAL PAPER No. 10d

The elevator working house will contain ninety-one bins with a total storage capacity of 300,000 bushels of grain. Its equipment includes three 2,000 bushels capacity hopper scales (used for weighing grain from cars), three 10,000 pounds capacity Richardson automatic scales (used for weighing grain for bulk shipment to boats), two No. 9 Monitor receiving separators, a dust collector system, and a compressed air system for cleaning motors.

The elevator storage annex will contain eighty-eight bins and will have a total storage capacity of 950,000 bushels of grain.

The belt conveyor galleries will be of steel construction with concrete floors and galvanized metal sides and roof. Each gallery will contain two shipping belts. Large shipping bins are provided in the elevator working-house to equalize the flow of grain from the scales. Thirty-nine boat spouts are suspended from the galleries to deliver the grain to the boats. The floors of the shipping galleries are 72 feet above the top of the dock.

A separate building adjacent to the elevator working-house will contain the elevator switchboard room, the transformer room, the elevator general offices, the inspection office, and a large sacking room. The sacking room will be equipped with four automatic sacking scales of five bushels capacity each. Provision is made for the future installation of three additional sacking scales, the maximum sacking capacity of the plant being about 4,000 bushels of grain per hour. A shipping belt will convey grain in sacks from the sacking room to any part of the dock sheds. A car loading spout will permit the loading of sacked grain into cars direct from the sacking room.

The elevator will be electrically driven throughout, and includes in its equipment forty-two motors varying in size from 100 horse-power to 5 horse-power. Power from the elevator will be purchased from the Western Canada Power Company. The elevator electrical equipment also includes an inter-communicating telephone system and signal lights and bells.

The Vancouver elevator will have direct trackage connection to the Canadian Pacific Railway, and will have an interswitching connection with the Canadian Northern and Great Northern Railways. Trackage is provided at the elevator site to permit the placing of seventy cars of grain within reach of the elevator car haul.

All plans and specifications for the Vancouver elevator were prepared by this department. The total cost of this elevator will be about \$850,000.

The Vancouver elevator will be ready to receive and ship grain about January 1, 1916.

PORT NELSON ELEVATOR.

During the year plans have been started for the proposed elevator at Port Nelson, Hudson bay. These plans are about one-half completed, work on same having been suspended until final data from Port Nelson is received.

APPEN

STATEMENT showing the Receipts of the different kinds of Grain at the

Port.	Elevator.	Kind of Grain.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.	Bush.

1-A.—Elevators owned and operated by the Government through the Department of Railways and Canals.

Halifax	Intercolonial Ry. Co	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				
Total.....						
Port Colborne.....	Government Elevator.	Wheat.....	2,340,495	6,242,311	1,160,292	308,877
		Oats.....	116,812	449,512	174,963	235,737
		Barley.....	40,715	26,127	118,539	35,436
		Flax.....	34,564	47,951	49,956	
Total.....	No. 1-A.....	Wheat.....	2,340,495	6,242,311	1,160,292	308,877
		Oats.....	116,812	449,512	174,963	235,737
		Barley.....	40,715	26,127	118,539	35,436
		Flax.....	34,564	47,951	49,956	

1-B.—By the Board of Harbour Commissioners.

Montreal.....	Harbour Com. No.1	Wheat.....	810,690	3,519,114	1,515,063	
		Oats.....	20,026		11,780	
		Barley.....	40,415	364,585	44,700	
		Flax.....				
Montreal.....	Harbour Com. No. 2	Wheat.....	835,758	3,013,762	1,220,223	140,244
		Oats.....	106,231	638,361	683,525	188,586
		Barley.....	55,024	214,589	15,987	14,938
		Flax.....		19,986	69,846	
Quebec.....	Harbour Commission	Wheat.....	72,176			
		Oats.....			93,493	
		Barley.....				
		Flax.....				
Total.....	No. 1-B.....	Wheat.....	1,718,624	6,532,876	2,735,286	140,244
		Oats.....	126,257	638,361	788,798	188,586
		Barley.....	95,439	579,174	60,687	14,938
		Flax.....		19,986	69,846	

2.—By Railway Companies.

Port McNicoll....	C.P.R.....	Wheat.....	754,798	1,996,133	2,265,792	3,171,189
		Oats.....	15,002	251,310	1,351,247	625,382
		Barley.....		18,138		
		Flax.....	20,006	41,758	49,737	71,480
Tiffin.....	G.T.R. Terminal...	Wheat.....	46,445	1,283,928	1,897,045	1,279,888
		Oats.....		159,433	330,273	552,020
		Barley.....			42,867	
		Flax.....				
West St. John.....	C.P.R.....	Wheat.....	46,964	100,404	150,511	1,419,669
		Oats.....			83,748	565,687
		Barley.....				
		Flax.....				
Depot Harbour....	G.T.R.....	Wheat.....			370,177	
		Oats.....			102,250	
		Barley.....				
		Flax.....				
Total.....	No. 2.....	Wheat.....	848,207	3,380,465	4,683,525	5,870,746
		Oats.....	15,002	410,743	1,867,518	1,743,089
		Barley.....		18,138	42,867	
		Flax.....	20,006	41,758	49,737	71,480

DIX A.

January.	February	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
30,440			1,225,689 112,915	3,978,133 589,070 82,446	1,602,134 636,802 27,091	1,138,076 496,549 29,515	262,750 367,018	18,258,757 3,179,378 390,309 132,471
30,440			1,225,689 112,915	3,978,133 589,070 82,446	1,602,134 636,802 27,091	1,138,076 496,549 29,515	262,750 367,018	18,258,757 3,179,378 390,309 132,471
10,000			382,938	2,455,511	2,260,112	1,330,816	350,061	12,634,305 31,806 766,346
5,730			145,952	1,923,500	1,806,195	344,977	743,121	10,179,462
65,226	142,357	35,286	15,350	407,406 28,256	334,478 71,998	94,518 108,976 41,495 660	90,126 37,981	2,801,450 547,749 131,327 75,689 217,389
994	863	996						
6,116	43,847	14,546	1,599		57,788			
16,724	853	996	528,890	4,379,011	4,066,307	1,676,453	1,093,182	22,889,456
71,342	186,204	49,832	16,949	407,406 28,256	392,266 206,462	94,518 235,327 41,495	90,126 93,812	3,050,645 1,314,095 131,327
195,914			187,976	159,212 656,597 4,996	448,456 158,938 9,673 13,212	557,905 556,890 7,363 19,988	1,271,225 396,192 14,761	11,008,600 4,011,558 40,170 230,942 4,829,471 1,041,726 42,867
101,069			221,096					
1,303,215	683,802	937,607	169,723		31,858	32,144		4,875,897
495,293	323,060 1,464	425,491	300,863					2,194,142 1,464
								370,177 102,250
1,600,198	683,802	937,607	578,795	159,212	480,314	590,049	1,271,225	21,084,145
495,293	323,060 1,464	425,491	300,863	656,597 4,996	158,938 9,673 13,212	556,890 7,363 19,988	396,192 14,761	7,349,676 84,501 230,942

6 GEORGE V, A. 1916

STATEMENT showing the Receipts of the different kinds of Grain at the Eastern

Port	Elevator.	Kind of Grain.	September.	October.	November.	December.
			Bush.	Bush.	Bush.	Bush.

3.—Owned by Railways and leased to Other Companies.

Collingwood	Collingwood Elev. Co.	Wheat.....		25,021		25,011
		Oats.....				
		Barley....				
		Flax.....				
Total.....	No. 3.....	Wheat.....		25,021		25,011
		Oats.....				
		Barley.....				
		Flax.....				

4.—Owned and operated by Companies that deal in Grain.

Midland.....	Aberdeen Elev. Co..	Wheat.....	87,593	232,516	1,032,155	424,161
		Oats.....			346,837	247,497
		Barley.....			93,876	
		Flax.....				
Goderich.....	Goderich Elev. and Tr. Co.	Wheat.....	642,703	1,055,872	277,074	423,938
		Oats.....	92,628	304,663	85,929	84,461
		Barley.....	19,777			
		Flax.....		29,989		34,075
Goderich.....	Western Canada Fl. Mills.	Wheat.....	434,721	455,557	224,272	115,743
		Oats.....			9,723	
		Barley.....				
		Flax.....				
Midland.....	Midland Elev. Co...	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				
Kingston.....	J. Richardson & Sons.	Wheat.....	156,913		996	35,408
		Oats.....	83,100	453,135	106,239	123,065
		Barley.....	38,615			
		Flax.....				
Port Colborne.....	Maple Leaf Milling Co.	Wheat.....	966,228	2,473,962	657,349	544,760
		Oats.....				
		Barley.....				
		Flax.....				
Total.....	No. 4.....	Wheat.....	2,288,158	4,217,907	2,191,846	1,544,010
		Oats.....	175,728	757,798	548,728	455,023
		Barley.....	58,392		93,876	
		Flax.....		29,989		34,075

5.—Owned and operated by Companies that do not deal in Grain.

Kingston.....	Montreal Trans. Co.	Wheat.....	155,918	852,854	232,625	
		Oats.....		157,380		
		Barley.....		43,917		
		Flax.....				
Prescott.....	Prescott Terminal..	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				
Montreal.....	Montreal Warehouse Co.	Wheat.....	392,969	405,804	687,892	
		Oats.....	112,458	268,100	126,028	74,021
		Barley.....			58,868	162,562
		Flax.....	34,566	47,951	51,234	79,942
Total.....	No. 5.....	Wheat.....	548,887	1,258,658	920,517	
		Oats.....	112,458	425,480	126,028	74,021
		Barley.....		43,917	58,868	162,562
		Flax.....	34,566	47,951	51,234	79,942

SESSIONAL PAPER No. 10d

Public Elevators from September 1, 1914, to August 31, 1915.—*Continued*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
					41			50,073
					41			50,073
			119,034		40,003	109,933		2,045,395
			125,220		35,060			754,614
								93,876
248,448			175,306	277,163	144,150	125,211	307,212	3,677,076
157,859			45,586		59,117			830,243
								19,777
143				38,645	28,735		29,443	161,030
180,067	111,541			529,552	38,263		34,950	2,124,666
50,471								60,194
2,000								2,000
32,112								32,112
18,608	705				16,632		1,997	231,309
		2,011	140,393	111,494	68,856	448,614	164,617	1,701,524
								38,615
1,678	397,929	403,374	469,443	1,592,135	1,132,743	29,963	76,713	8,746,277
			20,695	516,107	124,417		8,025	669,244
					3,009	22,440		25,449
448,801	510,175	403,374	763,783	2,398,850	1,371,841	265,107	420,872	16,824,723
208,330		2,011	331,894	627,601	287,450	448,614	172,642	4,015,819
2,000					3,009	22,440		179,717
32,255				38,645	28,735		29,443	193,142
			213,528					1,454,925
			9,459					166,839
								43,917
			5,090	8,414				13,504
			18,641					18,641
1,050				280,957	33,952		32,886	1,835,510
17,165	104,353	58,781	48,713	150,600	288,538	45,996	172,255	1,467,008
15,352				40,552	5,000	23,995		306,329
1,100				96,955	33,564	59,112	55,571	459,995
1,050			218,618	289,371	33,952		32,886	3,303,939
17,165	104,353	58,781	76,813	150,600	288,538	45,996	172,255	1,652,488
15,352				40,552	5,000	23,995		350,246
1,100				96,955	33,564	59,112	55,571	459,995

6 GEORGE V, A. 1916

STATEMENT showing the Receipts of the different kinds of Grain at the Eastern

Port.	Elevator.	Kind of Grain.	September.	October.	November.	December.
Summary.			Bush.	Bush.	Bush.	Bush.
Total....	No. 1-A.....	Wheat....	2,340,495	6,242,311	1,160,292	308,877
		Oats.....	116,812	449,512	174,963	235,737
		Barley.....	40,715	26,127	118,539	35,436
		Flax.....	34,564	47,951	49,956	
Total....	No. 1-B.....	Wheat....	1,718,624	6,532,876	2,735,286	140,244
		Oats.....	126,257	638,361	788,798	188,586
		Barley.....	95,439	579,174	60,687	14,938
		Flax.....		19,986	69,846	
Total....	No. 2.....	Wheat....	848,207	3,380,465	4,683,525	5,870,746
		Oats.....	15,002	410,743	1,867,518	1,743,089
		Barley.....		18,138	42,867	
		Flax.....	20,006	41,758	49,737	71,480
Total....	No. 3.....	Wheat....		25,021		25,011
		Oats.....				
		Barley.....				
		Flax.....				
Total....	No. 4.....	Wheat....	2,288,158	4,217,907	2,191,846	1,544,010
		Oats.....	175,728	757,798	548,728	455,023
		Barley.....	58,392		93,876	
		Flax.....		29,989		34,075
Total.....	No. 5.....	Wheat....	548,887	1,258,658	920,517	
		Oats.....	112,458	425,480	126,028	74,021
		Barley.....		43,917	58,868	162,562
		Flax.....	34,566	47,951	51,234	79,942
Grand Totals.		Wheat.....	7,744,371	21,657,238	11,691,466	7,888,888
		Oats.....	546,257	2,681,894	3,506,035	2,696,456
		Barley.....	194,546	667,356	374,837	212,936
		Flax.....	89,136	187,635	220,773	185,497

SESSIONAL PAPER No. 10d

Public Elevators from September 1, 1914, to August 31, 1915.—*Concluded.*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
			1,225,689	3,978,133	1,602,134	1,138,076	262,750	18,258,757
			112,915	589,070	636,802	496,549	367,018	3,179,378
30,440				82,446	27,091	29,515		390,309
								132,471
16,724	863	996	528,890	4,379,011	4,066,307	1,676,453	1,093,182	22,889,456
71,342	186,204	49,832	16,949	407,406	392,266	94,518	90,126	3,050,645
				28,256	206,462	235,327	93,812	1,314,095
						41,495		131,327
1,600,198	683,802	937,607	578,795	159,212	480,314	590,049	1,271,225	21,084,145
495,293	323,060	425,491	300,863	656,597	158,938	556,890	396,192	7,349,676
	1,464			4,996	9,673	7,363		84,501
					13,212	19,988	14,761	230,942
					41			50,073
448,801	510,175	403,374	763,783	2,398,850	1,371,841	265,107	420,872	16,824,724
208,330		2,011	331,894	627,601	287,450	448,614	172,642	4,015,819
2,000					3,009	22,440		179,717
32,255				38,645	28,735		29,443	193,142
1,050			218,618	289,371	33,952		32,886	3,303,939
17,165	104,353	58,781	76,813	150,600	288,538	45,996	172,255	1,652,488
15,352				40,552	5,000	23,995		350,246
1,100				96,955	33,564	59,112	55,571	459,995
2,066,773	1,194,840	1,341,977	3,315,775	11,204,577	7,554,589	3,669,685	3,080,915	82,411,094
792,130	613,617	536,115	839,434	2,431,274	1,763,994	1,642,567	1,198,233	19,248,006
47,792	1,464			156,250	251,235	318,640	93,812	2,318,868
33,355				135,600	75,511	120,595	99,775	1,147,877

6 GEORGE V, A. 1916

STATEMENT showing the Lake and Rail Shipments of Grain

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Through Department of Railways and Canals.</i>					
Port Colborne	Lake Rail	1,986,562 60,732	5,481,438 32,367	1,995,869 285,557	239,128 296,491
Totals		2,047,294	5,513,805	2,281,426	535,619
Halifax	Lake Rail				
Totals					
Total	Lake Rail	1,986,562 60,732	5,481,438 32,367	1,995,869 285,557	239,128 296,491
Totals No. 1-A		2,047,294	5,513,805	2,281,426	535,619
<i>By the Board of Harbour Commissioners.</i>					
Montreal (1)	Lake Rail	627,050 500	2,937,565	2,298,431	387,035 80,060
Totals		627,550	2,937,565	2,298,431	467,095
Montreal (2)	Lake Rail	855,207 134,360	2,712,840 228,629	1,731,281 332,405	265,610 431,214
Totals		989,567	2,941,469	2,063,686	696,824
Quebec	Lake Rail		72,176 44,478		
Totals		57,483	116,654	48,864	31,549
Total	Lake Rail	1,482,257 192,343	5,722,581 273,107	4,029,712 381,269	652,645 542,823
Totals No. 1-B		1,674,600	5,995,688	4,410,981	1,195,468
<i>Owned and operated by Railway Companies.</i>					
Port McNicoll	Lake Rail	57,548 641,339			
Totals		698,887	1,694,577	1,830,867	2,911,962
Tiffin	Lake Rail				
Totals		168,573	494,323	1,366,273	1,629,430
West St. John	Lake Rail	24,000	116,146	53,308	632,755 8,328
Totals		24,000	116,146	53,308	641,083
Depot Harbour	Lake Rail				
Totals		19,888	8,295	315,130	61,226
Total	Lake Rail	81,548 829,800	116,146 2,197,195	53,308 3,512,270	632,755 4,610,946
Totals No. 2		911,348	2,313,341	3,565,578	5,243,701

SESSIONAL PAPER No. 10d

from Public Elevators, September 1, 1914, to August 31, 1915.

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
118,221			1,112,777	3,785,780	3,008,030	1,573,208	830,503	20,131,516
213,703	332,591	234,582	97,392	112,369	156,341	130,153	62,823	2,015,101
331,924	332,591	234,582	1,210,169	3,898,149	3,164,371	1,703,361	893,326	22,146,617
118,221			1,112,777	3,785,780	3,008,030	1,573,208	830,503	20,131,516
213,703	332,591	234,582	97,392	112,369	156,341	130,153	62,823	2,015,101
331,924	332,591	234,582	1,210,169	3,898,149	3,164,371	1,703,361	893,326	22,146,617
27,830	130,110	30,811	5,371	1,413,305	3,034,342	2,143,853	503,319	13,344,900
					18,459		35,716	328,857
27,830	130,110	30,811	5,371	1,413,305	3,052,801	2,143,853	539,035	13,673,757
415,150	284,677	181,524	135,651	926,182	2,345,878	621,412	529,025	9,987,435
				275,605	535,559	405,995	316,918	3,677,687
415,150	284,677	181,524	135,651	1,201,787	2,881,437	1,027,407	845,943	13,665,122
3,000	11,360	8,112	33,856	25,697	28,400	35,595	18,031	72,176
								346,425
3,000	11,360	8,112	33,856	25,697	28,400	35,595	18,031	418,601
445,980	426,147	220,447	174,878	2,339,487	5,380,220	2,765,265	1,032,344	23,404,511
				301,302	582,418	441,590	370,665	4,352,969
445,980	426,147	220,447	174,878	2,640,789	5,962,638	3,206,855	1,403,009	27,757,480
1,139,775	1,247,315	1,041,235	625,293	368,769	1,022,415	914,485	1,352,048	57,548
								14,790,080
1,139,775	1,247,315	1,041,235	625,293	368,769	1,022,415	914,485	1,352,048	14,847,628
945,207	585,527	298,825	336,272	40,516	213,729	2,500	3,885	6,085,060
945,207	585,527	298,825	336,272	40,516	213,729	2,500	3,885	6,085,060
2,101,832	1,368,248	1,518,400	1,062,764	57,247		64,001		6,998,701
			67,113					75,441
2,101,832	1,368,248	1,518,400	1,129,877	57,247		64,001		7,074,142
1,200	11,945	3,926	40,528					462,138
1,200	11,945	3,926	40,528					462,138
2,101,832	1,368,248	1,518,400	1,062,764	57,247		64,001		7,056,249
2,086,182	1,844,787	1,343,986	1,069,206	409,285	1,236,144	916,935	1,355,933	21,412,719
4,188,014	3,213,035	2,862,386	2,131,970	466,532	1,236,144	980,986	1,355,933	28,468,968

6 GEORGE V, A. 1916

STATEMENT showing the Lake and Rail Shipments of Grain from Public

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Owned by Railways and leased to other Companies.</i>					
Collingwood	Lake				
	Rail.....	3,000	6,000	8,340	5,667
Totals.....		3,000	6,000	8,340	5,667
Totals	Lake				
	Rail.....	3,000	6,000	8,340	5,667
Total No. 3.....		3,000	6,000	8,340	5,667
<i>Owned and operated by Companies that deal in grain.</i>					
Goderich (Goderich El. & Tr. Co.)...	Lake				
	Rail.....	662,178	1,005,968	512,917	266,664
Totals.....		662,178	1,005,968	512,917	266,664
Goderich (Western Can. F. Mills).....	Lake				412
	Rail.....	135,594	261,709	219,007	198,742
Totals.....		135,594	261,709	219,007	199,154
Kingston (J. Richardson & Sons).....	Lake	190,614	492,061	80,781	500
	Rail.....	32,371	33,313	34,934	60,807
Totals.....		222,985	525,374	115,715	61,307
Midland (Aberdeen El. Co.).....	Lake				
	Rail.....	99,558	86,240	908,544	637,237
Totals.....		99,558	86,240	908,544	637,237
Midland (Midland El. Co.).....	Lake				
	Rail.....				
Totals.....					
Port Colborne (Maple Leaf M. Co.)....	Lake	468,324	330,896	29,361	
	Rail.....	930,644	1,335,955	508,476	532,427
Totals.....		1,398,968	1,666,851	537,837	532,427
Totals.....	Lake	658,938	822,957	110,142	912
	Rail.....	1,860,345	2,723,185	2,183,878	1,695,877
Totals No. 4.....		2,519,283	3,546,142	2,294,020	1,696,789
<i>Owned and operated by Companies that do not deal in grain.</i>					
Kingston (Montreal Transp. Co.).....	Lake	221,396	990,462	233,625	
	Rail.....		1,650	14,947	28,977
Totals.....		221,396	992,112	248,572	28,977
Montreal (Montreal Warehousing Co.)..	Lake				
	Rail.....	449,647	555,613	840,479	120,888
Totals.....		449,647	555,613	840,479	120,888

SESSIONAL PAPER No. 10d

Elevators, September 1, 1914, to August 31, 1915.—*Continued.*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
9,333	4,678	7,667	7,347	4,000	1,000			57,032
9,333	4,678	7,667	7,347	4,000	1,000			57,032
9,333	4,678	7,667	7,347	4,000	1,000			57,032
9,333	4,678	7,667	7,347	4,000	1,000			57,032
376,800	302,603	233,088	443,485	265,920	269,829	278,437	377,847	4,995,736
376,800	302,603	233,088	443,485	265,920	269,829	278,437	377,847	4,995,736
240,596	238,862	215,661	78,911	216,611	198,807	170,545	37,435	2,212,480 ⁴¹²
240,596	238,862	215,661	78,911	216,611	198,807	170,545	37,435	2,212,892
50,572	5,973	18,059	25,235 65,616	199,504 23,627	69,458 20,506	429,746 16,274	168,891 11,504	1,656,790 373,556
50,572	5,973	18,059	90,851	223,131	89,964	446,020	180,395	2,030,346
273,962	88,942	221,448	183,340	157,459	96,683	139,333	25,135	2,917,881
273,962	88,942	221,448	183,340	157,459	96,683	139,333	25,135	2,917,881
568,774	725,502	638,379	123,755 234,378	837,353 390,352	1,683,097 375,202	145,288 66,809	39,664 181,649	3,657,738 6,488,547
568,774	725,502	638,379	358,133	1,227,705	2,058,299	212,097	221,313	10,146,285
1,510,704	1,361,882	1,326,635	148,990 1,005,730	1,036,857 1,053,969	1,752,555 961,027	575,034 671,398	208,555 633,570	5,314,940 16,988,200
1,510,704	1,361,882	1,326,635	1,154,720	2,090,826	2,713,582	1,246,432	842,125	22,303,140
17,039			238,062					1,683,545 62,613
17,039			238,062					1,746,158
362,589	270,388	108,942	76,862	243,900 132,568	106,443 147,735	45,548 381,017	50,316 245,067	446,207 3,691,795
362,589	270,388	108,942	76,862	376,468	254,178	426,565	295,383	4,138,002

6 GEORGE V, A. 1916

STATEMENT showing the Lake and Rail Shipments of Grain from Public

Location	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Control and operated by Companies that do not deal in grain—Con.</i>					
Prescott	Lake Rail.....				
Totals					
Totals.....	Lake Rail.....	221,396 449,647	990,462 557,263	233,625 855,426	149,865
Totals No. 5		671,043	1,547,725	1,089,051	149,865
<i>Summary.</i>					
No. 1-A.....	Lake..... Rail.....	1,986,562 60,732	5,481,438 32,367	1,995,869 285,557	239,128 296,491
Totals.....		2,047,294	5,513,805	2,281,426	535,619
No. 1-B.....	Lake..... Rail.....	1,482,257 192,343	5,722,581 273,107	4,029,712 381,269	652,645 542,823
Totals.....		1,674,600	5,995,688	4,410,981	1,195,468
No. 2.....	Lake..... Rail.....	81,548 829,800	116,146 2,197,195	53,308 3,512,270	632,755 4,610,946
Totals.....		911,348	2,313,341	3,565,578	5,243,701
No. 3.....	Lake..... Rail.....	3,000	6,000	8,340	5,667
Totals.....		3,000	6,000	8,340	5,667
No. 4.....	Lake..... Rail.....	658,938 1,860,345	822,957 2,723,185	110,142 2,183,878	912 1,695,877
Totals.....		2,519,283	3,546,142	2,294,020	1,696,789
No. 5.....	Lake..... Rail.....	221,396 449,647	990,462 557,263	233,625 855,426	149,865
Totals.....		671,043	1,547,725	1,089,051	149,865
Totals.....	Lake..... Rail.....	4,430,701 3,395,867	13,133,584 5,789,117	6,422,656 7,226,740	1,525,440 7,301,669
Grand Total.....		7,826,568	18,922,701	13,649,396	8,827,109

SESSIONAL PAPER No. 10d

Elevators, September 1, 1914, to August 31, 1915.—*Continued.*

January.	February	March.	April.	May.	June	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
				23,731				23,731
					8,414			8,414
				23,731	8,414			32,145
379,628	270,388	108,942	238,062 76,862	267,631 132,568	106,443 156,149	45,548 381,017	50,316 245,067	2,153,483 3,762,822
379,628	270,388	108,942	314,924	400,199	262,592	426,565	295,383	5,916,305
118,221 213,703	332,591	234,582	1,112,777 97,392	3,785,780 112,369	3,008,030 156,341	1,573,208 130,153	830,503 62,823	20,131,516 2,015,101
331,924	332,591	234,582	1,210,169	3,898,149	3,164,371	1,703,361	893,326	22,146,617
445,980	426,147	220,447	174,878	2,339,487 301,302	5,380,220 582,418	2,765,265 441,590	1,032,344 370,665	23,404,511 4,352,969
445,980	426,147	220,447	174,878	2,640,789	5,962,638	3,206,855	1,403,009	27,757,480
2,101,832 2,086,182	1,368,248 1,844,787	1,518,400 1,343,986	1,062,764 1,069,206	57,247 409,285	1,236,144	64,001 916,985	1,355,933	7,056,249 21,412,719
4,188,014	3,213,035	2,862,386	2,131,970	466,532	1,236,144	980,986	1,355,933	28,468,968
9,333	4,678	7,667	7,347	4,000	1,000			57,032
9,333	4,678	7,667	7,347	4,000	1,000			57,032
1,510,704	1,361,882	1,326,635	148,990 1,005,730	1,036,857 1,053,969	1,752,555 961,027	575,034 671,398	208,555 633,570	5,314,940 16,988,200
1,510,704	1,361,882	1,326,635	1,154,720	2,090,826	2,713,582	1,246,432	842,125	22,303,140
379,628	270,388	108,942	238,062 76,862	267,631 132,568	106,443 156,149	45,548 381,017	50,316 245,067	2,153,483 3,762,822
379,628	270,388	108,942	314,924	400,199	262,592	426,565	295,383	5,916,305
2,220,053 4,645,530	1,368,248 4,240,473	1,518,400 3,242,259	2,562,593 2,431,415	7,487,002 2,013,493	10,247,248 3,093,079	5,023,056 2,541,143	2,121,718 2,668,058	58,060,699 48,588,843
6,865,583	5,608,721	4,760,659	4,994,008	9,500,495	13,340,327	7,564,199	4,789,776	106,649,542

STATEMENT showing the Total Receipts and Shipments—crop year 1914-15 (September 1, 1914, to August 31, 1915,) at Fort William
and Port Arthur separately.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net lbs.
Receipts.							
Terminal Elevators—Fort William.....	53,391,968	11,798,684	1,543,109	1,992,723	4,137	68,730,621	4,476,059
Port Arthur.....	22,323,639	5,390,615	1,080,972	1,187,203	349	29,982,778	3,917,259
Hospital Elevators—Fort William.....	6,716,816	1,495,317	142,256	34,646	382	8,389,417	2,081,905
Port Arthur.....	2,543,295	642,742	55,431	158,603		3,400,071	904,590
Totals—Fort William.....	60,108,784	13,294,001	1,685,365	2,027,369	4,519	77,120,038	6,557,944
Port Arthur.....	24,866,934	6,033,357	1,136,403	1,345,806	349	33,382,849	4,821,759
Grand Total.....	84,975,718	19,327,358	2,821,768	3,373,175	4,868	110,502,857	11,379,703
Shipments.							
Terminal Elevators—Fort William.....	49,751,417	10,559,437	1,491,765	2,805,198	690	64,608,507	3,814,620
Port Arthur.....	5,314,243	928,995	82,909	85,622	2,541	6,414,310	957,053
	22,541,838	5,338,258	1,032,315	1,500,330	349	30,413,090	1,522,925
	1,311,904	295,200	42,572	22,275		1,671,951	343,410
Hospital Elevators—Fort William.....	3,658,589	333,337				3,991,926	1,157,550
Port Arthur.....	1,841,124	1,072,834	64,928	4,217		2,983,103	472,620
	1,580,553	404,767	5,000	79,652		2,069,972	
	275,399	17,027	1,288	4,463		298,177	
Totals—Fort William.....	53,410,006	10,892,774	1,491,765	2,805,198	690	68,600,433	4,972,170
Port Arthur.....	7,155,367	2,001,829	147,837	89,839	2,541	9,397,413	1,429,673
	24,122,391	5,743,025	1,037,315	1,579,982	349	32,483,062	1,522,925
	1,587,303	312,227	43,860	26,738		1,970,128	343,410
Totals, Lake and Rail—Fort William.....	60,565,373	12,894,603	1,639,602	2,895,037	3,231	77,997,846	6,401,843
Port Arthur.....	25,709,694	6,055,252	1,081,175	1,606,720	349	34,453,190	1,896,335
Grand Total.....	86,275,067	18,949,855	2,720,777	4,501,757	3,580	112,451,036	8,298,178

Dockages on Cars received by terminal elevators from September 1, 1914, to August 31, 1915, inclusive.

Elevator.	Wheat.		Oats.		Barley.		Flax.	
	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.
C. P. R.....	3,434	Bushels. 78,444 30	320	Bushels. 175 20	139	Bushels. 768 46		Bushels. 22 11
Empire.....	3,498 ¹	85,172 50	826	132 12	130 ¹	675 10	363	45,195 07
Consolidated.....	5,470 ¹	142,305 20	647	87 32	133 ¹	608 46	453 ¹	58,120 20
Ogilvie's.....	4,851	118,525 40	218 ¹		77 ¹	727 14		
Western.....	5,298	133,311 50	227 ¹		57	316 20	500	63,451 18
Grain Growers'.....	7,421	145,552 30	685		273 ¹	2,372 41		
Port William.....	4,126	86,772 20	1,225 ¹	668, 08	122 ¹	1,038 08	995 ¹	28,356 46
Eastern.....	2,740 ¹	57,833 20	510 ¹		80 ¹	238 38		
G. T. P.....	8,455 ¹	153,753 30	1,432 ¹	1,463 08	146	1,166 32	298	36,905 22
Canadian Northern.....	12,090 ¹	206,781 40	1,731		533	5,883 31	420	40,711 15
Thunder Bay.....	3,110	60,384 20	593 ¹		161 ¹	906 32	102 ¹	10,040 03
Horn & Co.....	68	2,909 10	9 ¹	1,634 33	5 ¹	42 14	303 ¹	37,883 23
Canadian Government.....	6,170 ¹	107,928 40	596	1,600 20	169 ¹	1,451 10	335 ¹	37,821 43
Grand Totals.....	66,734	1,379,675 40	9,022 ¹	5,762 31	2,029 ¹	16,200 09	3,011 ¹	358,507 40

Wheat..	Average per car	20 40 Bushels.
Oats.....	"	21 "
Barley....	"	8 "
Flax.....	"	119 "

	Gross Receipts.	Dockage.	Percentage.
Wheat.....	75,715,606 10	1,379,675 40	1 8
Oats.....	17,189,298 19	5,762 31	-03
Barley.....	2,624,081 41	16,200 09	-6
Flax.....	3,179,925 52	358,507 40	11 2

STATEMENT showing the Quantities of Grain received by the Fort William and Port Arthur elevators, with summary of Receipts by Railroads, for crop year 1914-15.

Elevator.	RECEIPTS FROM WEST.			TRANSFERS.		TOTAL RECEIPTS.	
	No. of Cars.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.
<i>Wheat—</i>							
Canadian Pacific Railway.....	3,434	4,117,119.40	Bush. 78,444.30	63,661.00	Bush. 13.20	4,180,780.40	Bush. 78,457.50
Empire.....	3,498 ¹ / ₂	4,279,570.20	85,172.50	319,177.40	536.00	4,598,748.00	85,708.50
Consolidated.....	5,470 ¹ / ₂	6,806,571.50	142,305.20	584,010.50	962.40	7,390,582.40	143,268.00
Ogilvie.....	4,851	5,973,612.30	118,525.40	540,639.40	540.40	6,514,252.10	119,069.20
Western.....	5,298	6,377,953.10	133,311.50	142,738.20	1,106.20	6,520,691.30	134,418.10
Grain Growers.....	7,421	8,737,162.40	145,552.30	498,671.30	3,184.00	9,235,834.10	148,739.00
Port William.....	4,126	4,783,850.40	86,772.20	462,323.50	331.00	5,246,174.50	87,103.20
Eastern.....	2,740 ¹ / ₂	3,303,450.50	57,833.20	274,033.50	1,072.40	3,577,484.40	58,871.00
Grand Trunk Pacific Railway.....	8,455 ¹ / ₂	9,012,676.00	153,753.30	50,916.00		9,063,592.00	153,753.30
Canadian Northern.....	12,090 ¹ / ₂	12,458,565.40	206,781.40	938,045.30	1,819.20	13,396,611.10	208,601.00
Thunder Bay.....	3,110	3,209,691.30	60,384.20			3,209,691.30	60,384.20
Horn's.....	68	75,800.20	2,909.10			75,800.20	2,909.10
Government.....	6,170 ¹ / ₂	6,579,581.00	107,928.40	922,171.20	1,840.10	7,501,752.20	109,768.50
Total Terminals.....	66,734	75,715,606.10	1,379,675.40	4,796,389.30	11,406.10	80,511,995.40	1,391,081.50
Hospitals.....	8,407	9,260,111.50	141,138.40	2,641,678.00	205.50	11,901,789.50	141,344.30
Grand Totals.....	75,141	84,975,718.00	1,520,814.20	7,438,067.30	11,612.00	92,413,785.30	1,532,426.20
<i>Oats—</i>							
Canadian Pacific Railway.....	320	631,049.04		8,000.00		639,049.04	
Empire.....	826	1,589,656.26	175.20	49,035.20		1,638,692.12	175.20
Consolidated.....	647	1,312,348.14	132.12	108,737.12		1,421,085.26	132.12
Ogilvie.....	218 ¹ / ₂	421,905.40		10,928.28		432,835.06	
Western.....	227 ¹ / ₂	449,665.30	87.32	24,069.24		473,735.20	87.32
Grain Growers.....	685	1,349,024.14		49,830.20		1,398,855.00	
Fort William.....	1,225 ¹ / ₂	2,344,400.10	668.08	159,343.08		2,503,743.18	668.08
Eastern.....	510 ¹ / ₂	989,163.26		1,648.28		990,812.20	
Grand Trunk Pacific.....	1,432 ¹ / ₂	2,711,469.08	1,463.08	117,629.24		2,711,469.08	1,463.08
Canadian Northern.....	1,731	3,180,101.26				3,297,731.16	
Thunder Bay.....	593 ¹ / ₂	1,082,683.28				1,082,683.28	
Horn's.....	9 ¹ / ₂	17,925.01	1,634.33			17,925.01	1,634.33
Government.....	596	1,109,903.30	1,600.20	376,193.08		1,486,097.04	1,600.20
Total Terminals.....	9,022 ¹ / ₂	17,189,298.19	5,762.31	905,417.02		18,094,715.21	5,762.31
Hospitals.....	1,090	2,138,059.22	483.18	1,006,734.22		3,144,794.10	483.18
Grand Totals.....	10,112 ¹ / ₂	19,327,358.07	6,246.15	1,912,151.24		21,239,509.31	6,246.15

SESSIONAL PAPER No. 10d

STATEMENT showing the Quantities of Grain received by the Fort William and Port Arthur elevators, with summary of Receipts by Railroads, for crop year 1914-15—Continued.

Elevator.	SHIPMENTS BY VESSELS.		SHIPMENTS BY RAIL.		TRANSFERS.		TOTAL SHIPMENTS.	
	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.
<i>Wheat—</i>								
Canadian Pacific Railway.....	4,008,965.40	Bush. 88.40	206,946.00	Bush. 10.40	183,804.20	Bush. 58.50	4,399,716.00	Bush. 158.10
Empire.....	4,388,985.30	418.20	137,695.30		150,856.20	14.40	4,677,537.20	433.00
Consolidated.....	6,937,221.00	761.10	350,672.50	110.40	183,560.20	54.50	7,471,454.10	926.40
Ogilvie.....	4,371,616.10		2,265,328.30	239.20	66,614.00		6,703,558.40	239.20
Western.....	5,811,336.00	1,065.00	439,988.30		313,227.50		6,564,552.20	1,065.00
Grain Growers.....	8,534,771.20		540,220.40	212.40	252,372.20		9,327,364.20	212.40
Fort William.....	4,313,710.40	1,668.40	657,178.50	540.00	332,842.50	790.50	5,303,732.20	2,999.30
Eastern.....	3,104,761.10	2,311.10	213,114.50	122.20	275,693.00	537.20	3,593,569.00	2,970.50
Grand Trunk Pacific Railway.....	8,280,049.50		503,097.10		422,924.30		9,206,071.30	
Canadian Northern.....	12,719,601.00	4,782.40	540,422.00	385.00	373,037.40	895.30	13,633,060.40	6,063.10
Thunder Bay.....	3,253,217.00	579.30	19,360.50		80,886.50	116.10	3,353,464.40	695.40
Horn's.....	40,519.30		26,652.20	44.10	15,078.20	57.00	82,250.10	101.10
Government.....	6,528,500.30		725,469.10	76.20	307,230.00	27.10	7,561,199.40	103.30
Total Terminals.....	72,293,255.20	11,675.10	6,626,147.10	1,741.10	2,958,128.20	2,552.20	81,877,530.50	15,968.40
Hospitals.....	5,239,142.00	1,123.40	2,116,523.00	2,801.00	4,492,128.10	10,983.00	11,847,793.10	14,907.40
Grand Totals.....	77,532,397.20	12,798.50	8,742,670.10	4,542.10	7,450,256.30	13,535.20	93,725,324.00	30,876.20
<i>Oats—</i>								
Canadian Pacific Railway.....	553,656.26		37,357.04		63,367.20		654,381.16	
Empire.....	1,364,054.33		206,603.32		70,421.17		1,641,080.14	
Consolidated.....	1,247,917.16		91,069.16		98,282.02		1,437,269.00	
Ogilvie.....	251,586.27		138,583.33		35,611.03		425,781.29	
Western.....	364,521.01		41,293.24		73,895.27		479,710.18	
Grain Growers.....	1,314,423.06		56,871.26		42,032.30		1,413,327.28	
Fort William.....	2,283,110.04		41,695.23		210,322.24		2,535,128.17	
Eastern.....	828,831.23		87,960.32		75,964.07		992,756.28	
Grand Trunk Pacific.....	2,351,335.23		227,558.07		178,244.19		2,757,138.15	
Canadian Northern.....	3,068,873.09		101,392.28		140,208.22		3,310,474.25	
Thunder Bay.....	969,388.00		104,530.04		17,857.12		1,091,775.16	
Horn's.....	13,930.15		2,182.12		2,272.06		18,384.33	
Government.....	1,286,065.29		87,094.31		115,102.08		1,488,263.00	
Total Terminals.....	15,897,695.08		1,224,195.02		1,123,582.27		18,245,473.01	
Hospitals.....	738,104.03		1,089,861.02		929,063.24		2,757,028.29	
Grand Totals.....	16,635,799.11		2,314,056.02		2,052,646.17		21,002,501.30	

STATEMENT showing the Quantities of Grain received by the Fort William and Port Arthur elevators, with summary of Receipts by Railroads, for crop year 1914-15—Continued.

Elevator.	RECEIPTS FROM WEST.			TRANSFERS		TOTAL RECEIPTS	
	No. of Cars.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.
<i>Barley—</i>			Bush.		Bush.		Bush.
Canadian Pacific Railway.....	139	187,416.22	768.46	1,167.34		188,584.08	768.46
Empire.....	130 ¹	176,481.22	675.10	672.44		177,154.18	675.10
Consolidated.....	133 ¹	179,507.04	608.46	33,800.30	60.40	213,307.34	609.89
Ogilvie's.....	77 ¹	108,463.36	727.14	895.40		109,359.28	727.14
Western.....	57	80,379.20	316.20	8,213.36		88,593.68	316.20
G. G. G.....	273 ¹	366,400.40	2,372.44	4,024.18		370,425.10	2,372.44
Fort William.....	122 ¹	159,048.06	1,038.08	37,810.00		196,858.06	1,038.08
Eastern.....	80 ¹	107,198.14	238.38	7,660.30		114,858.44	238.38
Grand Trunk Pacific.....	146	178,213.46	1,166.32	3,312.24	47.44	181,526.22	1,166.32
Canadian Northern.....	533	656,615.13	5,883.31	17,293.16		673,908.20	5,931.27
Thunder Bay.....	161 ¹	200,142.34	906.32			200,142.34	906.32
Horn's.....	5 ¹	8,679.19	42.14			8,679.19	42.14
Government.....	169 ¹	215,535.08	1,454.10	63,713.06	30.40	279,248.14	1,485.02
Total Terminals.....	2,029 ¹	2,624,081.44	16,200.09	178,564.38	139.28	2,802,646.34	16,339.37
Hospitals.....	156 ¹	197,687.01	936.15	251,960.46		449,647.47	936.15
Grand Totals.....	2,186	2,821,768.45	17,136.24	430,525.36	139.28	3,252,294.33	17,275.04
<i>Flax—</i>							
Canadian Pacific Railway.....		273.49	22.11			273.49	22.11
Empire.....	363	397,946.11	45,195.07	2,573.12	46.38	400,519.23	45,241.45
Consolidated.....	453 ¹	518,435.47	58,120.20	9,346.48	293.36	527,782.69	58,416.01
Western.....	500	546,990.00	63,451.18	5,546.19	116.35	552,536.19	63,567.53
Fort William.....	235 ¹	251,331.30	28,356.46	22,925.08	810.44	274,256.38	29,167.34
Grand Trunk Pacific.....	298	277,745.42	36,905.22			277,745.42	36,905.22
Canadian Northern.....	420	399,925.49	40,711.15	111,895.42	1,862.32	511,821.35	42,573.47
Thunder Bay.....	102 ¹	98,209.13	10,040.03			98,209.13	10,040.01
Horn's.....	303 ¹	338,363.33	37,883.23	895.02	37.46	339,258.35	37,920.39
Government.....	335 ¹	350,704.02	37,821.43	44,422.55	1,034.49	395,127.01	38,853.3
Total Terminals.....	3,011 ¹	3,179,925.52	358,507.40	197,605.18	4,204.26	3,377,531.14	362,712.10
Hospitals.....	187	193,249.26	20,801.34	82,831.01	376.34	276,080.27	21,178.12
Grand Totals.....	3,198 ¹	3,373,175.22	379,309.18	280,436.19	4,581.04	3,653,611.41	383,890.22

STATEMENT showing the Quantities of Grain shipped by the Fort William and Port Arthur elevators, with summary of Receipts by Railroads, for crop year 1914-15—Continued.

Elevator.	SHIPMENTS BY VESSELS.		SHIPMENTS BY RAIL.		TRANSFERS.		TOTAL SHIPMENTS.	
	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Bushels.	Net Bushels.	Shrinkage.
<i>Barley—</i>								
Canadian Pacific Railway.....	184,943.30	Bush.	7,203.12		15,505.30	Bush.	207,622.24	
Empire.....	175,738.45		1,084.40		14,432.16		191,256.05	
Consolidated.....	190,261.39		12,774.18		25,713.30		225,744.39	
Ogilvie's.....	98,715.18		6,623.00		9,970.27		115,305.45	
Western.....	78,274.38		2,500.00		7,726.45		85,501.35	
G. G. G.....	334,470.41		45,997.24		15,339.42		395,898.11	
Fort William.....	175,438.44		655.30		28,413.16		204,507.42	
Eastern.....	98,244.26		5,029.28		12,175.00		115,449.05	
Grand Trunk Pacific.....	155,676.10		1,041.02		33,710.20		190,427.32	
Canadian Northern.....	576,687.23		32,112.14		71,861.20		680,651.09	
Thunder Bay.....	203,166.34				5,815.40		208,982.26	
Horn's.....	8,569.40						8,569.40	
Government.....	243,891.25		10,459.46		27,059.30		281,411.05	
Total Terminals.....	2,524,080.29		125,481.22		267,724.28		2,917,286.31	
Hospitals.....	5,000.00		66,215.00		190,013.33	139.19	261,228.33	139.19
Grand Totals.....	2,529,080.29		191,696.22		457,738.13	139.19	3,178,515.16	139.19
<i>Flax—</i>								
Canadian Pacific Railway.....	38,849.44	882.06			3,451.36	88.53	42,301.24	971.03
Empire.....	520,755.06	12,159.28	35,002.02	693.18	2,938.23	91.42	558,695.31	12,944.02
Consolidated.....	593,724.21	14,366.31	24,225.38	284.18	7,635.25	95.12	625,785.28	14,746.05
Western.....	769,967.06	17,737.09	26,148.35	659.21	6,946.55	159.14	803,062.40	18,555.44
Fort William.....	489,461.02	13,099.29	245.36	4.20	16,538.02	470.31	506,244.40	13,574.24
Grand Trunk Pacific.....	392,440.38	8,317.23			8,634.44	156.01	401,075.26	8,473.24
Canadian Northern.....	633,792.38	13,417.16	928.46	23.45	6,613.37	60.20	640,735.09	13,501.25
Thunder Bay.....	160,121.37	2,914.00					160,121.37	2,914.00
Horn's.....	338,805.41	6,907.08	10,347.33	203.12	7,010.39	121.14	356,164.01	7,231.34
Government.....	367,609.36	7,679.02	10,998.41	173.29	27,338.23	404.14	405,946.44	8,256.45
Total Terminals.....	4,305,527.45	97,479.40	107,897.07	2,041.51	86,508.04	1,647.33	4,499,933.00	101,169.12
Hospitals.....	79,652.21	1,471.31	8,679.49	172.21	191,194.54	3,645.03	279,527.12	5,288.55
Grand Totals.....	4,385,180.10	98,951.15	116,577.00	2,214.16	277,703.02	5,292.36	4,779,400.12	106,458.11

SESSIONAL PAPER No. 10d

Mixed Grain—	Canadian Pacific Railway.....	Lb. 1,004,154	Lb. 84,870	Lb.	Lb. 883,381	Lb. 18,309	Lb. 1,887,535	Lb. 103,179
	Empire.....	348,895	128,980	920	513,495		1,028,190	129,900
	Consolidated.....	175,556			470,240		844,619	
	Ogilvie.....						508,840	
	Western.....	107,750			374,430		505,770	
	Grain Growers.....	179,260			614,984	9,856	794,244	9,856
	Fort William.....	342,250			248,250		590,500	
	Eastern.....	1,285,225			205,355		1,490,580	
	Grand Trunk Pacific.....	371,530			265,660		697,190	
	Canadian Northern.....	303,620			871,947	560	1,237,972	560
Total Terminals.....		5,337,545	213,850	920	6,513,521	29,635	13,151,529	244,405
Hospitals.....		1,157,550			1,587,703	183,557	3,217,873	183,557
Grand Totals.....		6,495,095	213,850	920	8,101,224	213,192	16,369,402	427,962
Rye—	Canadian Pacific Railway.....	Bush. 690·10			Bush. 599·16		Bush. 3,829·50	
	Eastern.....							
	Grand Trunk Pacific.....				771·34		771·34	
	Canadian Northern.....	349·28					349·28	
	Total Terminals.....	1,039·38			1,370·50		4,951·00	
	Hospitals.....							
	Grand Totals.....	1,039·38			1,370·50		4,951·00	
	Fort William.....							
	Hospitals.....							
	Totals.....							
Corn—	Fort William.....							
	Hospitals.....							
	Totals.....							

SUMMARY OF RECEIPTS BY RAILROADS.

	WHEAT.		OATS.			BARLEY.			FLAX.		
	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.
Via C.P.R.....	37,095½	45,465,505.20	862,484.00	4,200	8,280,129.05	3,065.19	954½	1,302,365.02	5,622.55	1,784½	1,909,920.04
" C.N.R.....	26,920½	27,668,634.10	465,666.50	4,001	7,449,905.18	345.30	1,052	1,300,760.13	10,125.45	1,057	1,048,657.29
" G.T.P.....	11,125	11,841,578.30	192,663.30	1,911½	3,597,323.18	2,835.00	179½	218,643.30	1,388.02	376½	535,797.45
Totals.....	75,141	84,975,718.00	1,520,814.20	10,112½	9,327,358.07	6,246.15	2,186	2,821,768.45	17,136.02	3,198½	3,473,175.22

SESSIONAL PAPER No. 10d

SUMMARY OF RECEIPTS BY RAILROADS.

	MIXED GRAIN.			Rye.			CORN.	
	Shrinkage.	No. of Cars.	Net Lbs.	Shrinkage.	No. of Cars.	Net Bushels.	No. of Cars.	Net Bushels.
Via C.P.R.....	227,057.26	65½	5,944,779	7,819	2½	2,755.42		35.30
" C.N.R.....	103,254.45	65½	4,277,324	6,570	1½	349.28	2	1,904.46
" G.T.P.....	48,997.03	14	1,157,680	5,110	2½	1,763.22		
Totals.....	379,309.18	145	11,379,783	19,499	5½	4,868.36	2	1,940.20

STATEMENT showing Receipts and Shipments of "Screenings," "Scalpings," "Elevator Cleanings," and "Flax Scalpings" at the Port
William and Port Arthur Elevators for Crop Year 1914-15.

Elevator.	Receipts from West.	Transfers.	Total Receipts.	Shipments by Vessels.	Shipments by Rail.	Transfers.	Total Shipments.
<i>Screenings—</i>	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.
Canadian Pacific Railway.....	.....	1,799,400	1,799,400	7,645,530	.....	812,640	8,458,170
Empire.....	12,200	1,452,120	1,464,320	3,031,810	809,500	105,270	3,946,580
Consolidated.....	.....	.....	.....	4,746,570	1,326,800	30,290	6,103,660
Ogilvie.....	.....	172,790	172,790	1,166,020	3,593,510	317,430	5,066,960
Western.....	54,830	138,820	193,650	5,054,290	1,913,030	54,830	7,022,170
G. G. G.....	.....	2,367,700	2,367,700	7,957,230	140,580	1,237,320	9,335,140
Fort William.....	1,178,930	.....	1,178,930	1,429,120	348,000	120,000	1,897,120
Eastern.....	59,550	.....	59,550	188,840	570,000	2,189,570	2,948,410
G. T. P.....	.....	416,630	416,630	4,458,460	1,675,200	103,850	6,237,510
Canadian Northern.....	116,930	528,700	645,630	7,031,205	2,050,150	45,000	9,126,425
Thunder Bay.....	125,600	87,020	212,620	1,747,010	517,000	120,000	2,384,010
Horn's.....	.....	479,020	479,020	60,000	728,360	140,100	928,460
Government.....	.....	100,500	100,500	1,451,470	750,600	2,091,130	4,293,200
Hospitals.....	2,291,190	5,422,890	7,714,080	360,920	3,052,190	6,628,430	10,041,540
Totals.....	3,839,230	12,965,590	16,804,820	46,328,475	17,474,920	14,015,890	77,819,285
<i>Scalpings—</i>	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific Railway.....	.....	1,236,960	1,236,960	1,428,400	256,580	398,760	2,083,740
Empire.....	14,020	193,460	207,480	2,361,140	.....	1,140,000	3,501,140
Consolidated.....	.....	.....	.....	1,589,790	480,000	369,930	2,439,720
Ogilvie.....	.....	.....	.....	.....	.....	.....	.....
Western.....	443,390	128,270	571,660	881,210	.....	1,656,570	2,537,780
Grain Growers Grain Co.....	.....	.....	.....	.....	11,320	1,439,390	1,450,710
Fort William.....	498,110	120,980	619,090	3,950,000	764,000	679,000	5,393,090
Eastern.....	272,670	220,560	493,230	518,130	.....	17,970	536,100
Grand Trunk Pacific.....	.....	.....	.....	935,160	280,000	715,470	1,930,630
Canadian Northern.....	.....	.....	.....	2,838,360	70,460	599,510	3,508,330
Thunder Bay.....	.....	.....	.....	986,970	.....	480,000	1,466,970
Horn's.....	.....	319,220	319,220	.....	.....	.....	.....
Government.....	.....	.....	.....	81,900	110,660	1,254,650	1,447,210
Hospitals.....	3,336,750	9,104,510	12,441,260	213,920	762,990	1,842,700	2,819,610
Totals.....	4,564,940	11,323,960	15,888,900	15,784,980	2,736,010	10,594,040	29,115,030

6 GEORGE V, A. 1916

STATEMENT showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1914-15, upon which dockages were set on account of dirt or other foreign matter, the quantities of such shrinkages, and the average dockage per cent.

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
Wheat— C. P. R.	Smutty 1 Northern..	1,137-40	11-20	.1
	" 2 "	3,266-20	44-30	1.3
	" 3 "	2,194-	32-50	1½
	Totals.....	6,598-	88-40	1.3
Empire.	Smutty 1 Northern.....	2,372-30	26-	1.1
	" 2 "	13,430-	225-	1.7
	" 3 "	8,636-10	167-20	1.9
	Totals.....	24,438-40	418-20	1.7
Consolidated.....	Smutty 1 Northern.....	3,105-	71-20	2.3
	" 2 "	18,323-50	340-50	1.8
	" 3 "	10,365-50	226-50	2.2
	" No. Four.....	10,205-50	122-10	1.2
	Totals.....	42,000-30	761-10	1.8
Western.....	Smutty 2 Northern.....	9,251-50	92-30	1
	Rejected 3 Nor. Mixd. Htd.....	1,409-20	972-30	69
	Totals.....	10,661-10	1,065-	10
Fort William.....	Smutty 1 Northern.....	1,693-30	27-40	1.6
	" 2 "	43,138-10	763-20	1.8
	" 3 "	36,819-	624-40	1.7
	" No. Four.....	3,756-40	37-30	1
	No. Grade Smty. 2 Nor. Tf.....	5,154-	60-	1.1
	" " 3 "	14,496-10	155-30	1.1
	Totals.....	105,057-30	1,668-40	1.6
Eastern.....	Smutty 1 Northern.....	16,824-20	240-30	1.4
	" 2 "	77,410-40	1,192-40	1.5
	" 3 "	37,719-40	661-	1.7
	" No. Four.....	9,698-50	97-	1
	No Grade Smutty 2° Tf.....	2,334-30	30-20	1.3
	" " 3° Tf.....	6,237-50	78-30	1.3
	" " No. 4 Tf.....	1,122-50	11-10	1
	Totals.....	151,348-40	2,311-10	1.5
Canadian Northern.....	Smutty 1 Northern.....	18,222-10	346-	1.9
	" 2 "	72,599-30	1,729-40	2.4
	" 3 "	91,444-40	1,910-	2.1
	" No. 4.....	3,979,30	99-40	2.5
	" No. 6.....	987-50	34-30	3.5
	No Grade Smutty 2° Tf.....	17,529-10	309-50	1.7
	" " 3° Tf.....	25,997- /	285-	1.1
	Smutty Reject. 1°.....	1,134-	34-	3
	" " 2°.....	577-30	11-30	2
	" " 3° Mxd. Htd.....	2,238-	22-30	1
	Totals.....	234,709-20	4,782-40	2

SESSIONAL PAPER No. 10d

STATEMENT showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1914-15—*Continued.*

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
Thunder Bay	Smutty 1 Northern ..	1,949-30	58-30	3
	" 2 "	18,288-50	430-20	2.3
	" 3 "	7,593-	90-40	1.2
	Totals ..	27,831-20	579-30	2.1
Paterson's.....	Smutty 2 Northern..	40,000	400-	1
	" 3 "	49,000-	490-	1
	Totals.....	89,000-	890-	1
Totals.	Smutty 1 Northern.....	45,304-40	781-20	1.7
	" 2 "	296,720-30	5,233-40	1.7
	" 3 "	242,761-	4,188-30	1.7
	" No. 4.....	27,640-50	356-20	1.3
	" No. 6.....	987-50	34-30	3.5
	No Grade Smutty 2° Tf.....	25,017-40	400-10	1.6
	" " 3° Tf.....	46,731-	519-	1.1
	" " No. 4 Tf....	1,122-50	11-10	1
	Smutty Rej. 1 Nor.....	1,134-	34-	3
	" " 2 "	577-30	11-30	2
	" " 3 " Mxd. Htd.	2,238-	22-30	1
	Rejected 3° Mxd. Htd.....	1,409-20	972-30	69
	Grand totals.	691,645-10	12,565-10	1.8
Flm— C. P. R.	1 N.W.C.....	39,117-39	860-35	2.2
	3 C.W.....	614-11	21-27	3.4
	Totals.....	39,731-50	882-06	2.2
Empire.	1 N.W.C.....	496,785-49	11,098-48	2.3
	2 C.W.....	43,102-46	1,010-30	2.3
	3 C.W.....	1,946-35	50-06	3
	Sundries.....	1,079-16		
	Totals	532,914-34	12,159-28	2.3
Consolidated.....	1 N.W.C.....	532,464-26	12,120-25	2.3
	2 C.W.....	72,525-	2,195-19	3
	3 C.W.....	1,472-39	45-49	3
	Sundries.....	1,628-43	4-50	
	Totals.....	608,090-52	14,366-31	2.4
Western..	1 N.W.C.....	724,589-14	15,734-47	2.2
	2 C.W.....	50,574-35	1,702-09	3.4
	3 C.W.....	9,024-03	286-40	3.2
	Sundries.....	3,516-19	13-25	
	Totals.....	787,704-15	17,737-09	2.3
Fort William.....	1 N.W.C.....	463,438-40	12,114-47	3
	2 C.W.....	35,305-25	934-29	2.6
	3 C.W.....	2,393-45	50-09	2.1
	Sundries.....	1,422-33		
	Totals.....	502,560-31	13,099-29	2.6

6 GEORGE V, A. 1916

STATEMENT showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1914-15—*Continued*.

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
Grand Trunk Pacific...	1 N.W.C.....	369,128-01	7,502-33	2
	2 C.W.....	26,825-55	675-33	2.5
	3 C.W.....	3,608-13	119-43	3.3
	Sundries.....	1,195-48	19-26	1.6
	Totals.....	400,758-05	8,317-23	2.1
Canadian Northern.....	1 N.W.C.....	562,083-32	11,818-15	2.1
	2 C.W.....	73,323-46	1,485-45	2
	3 C.W.....	4,307-26	40-06	1
	Sundries.....	7,495-06	73-06	1
	Totals.....	647,209-54	13,417-16	2
Thunder Bay.....	1 N.W.C.....	160,714-30	2,881-47	1.8
	2 C.W.....	143-12	2-08	1.4
	3 C.W.....	554-16	8-17	1.4
	Sundries.....	1,623-35	21-40	1.3
	Totals.....	163,035-37	2,914-	1.8
Horn's.....	1 N.W.C.....	299,327-04	5,307-12	1.7
	2 C.W.....	40,630-	1,478-39	3.6
	3 C.W.....	3,037-10	83-49	2.7
	Sundries.....	2,718-35	37-20	1.3
	Totals.....	345,712-49	6,907-08	2
Canadian Government...	1 N.W.C.....	311,911-55	6,365-08	2
	2 C.W.....	55,625-49	1,294-40	2.3
	3 C.W.....	630-23		
	Sundries.....	7,120-23	19-10	
	Totals.....	375,288-38	7,679-02	2
Davidson & Smith.....	1 N.W.C.....	58,205-40	1,471-31	2.5
	Sundries.....	22,918-12		
	Total.....	81,123-52	1,471-31	1.8
Totals.....	1 N.W.C.....	4,007,766-50	87,276-12	2.1
	2 C.W.....	398,056-44	10,779-28	2.7
	3 C.W.....	27,588-53	706-22	2.5
	Sundries.....	50,718-46	189-09	.3
	Totals.....	4,484,131-25	98,951-15	2.2

SESSIONAL PAPER No. 10d

STATEMENT showing the Quantities of each kind of Grain shipped from Fort William and Port Arthur during the crop year 1914-15
September 1, 1914, to August 31, 1915), to Canadian and United States Ports.

Port.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed Grain.	Elevator Screenings.
	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons-Lbs.
To Canadian Ports—							
Collingwood ..	50,000—	102,423-08					
Depot Harbour ..	370,000—	860,821-09	28,520-25	194,353-06		588,920	199— 510
Goderich ..	5,632,149-30	1,422,155-13	79,868-22			1,307,230	679-1,790
Kingston ..	1,624,313-10	754,369-18	93,708-34				
Midland ..	2,046,509-40	2,860,341-29	842,277-09	520,362-04		2,850,159	1,420-1,110
Montreal ..	3,713,755-10	3,764,690-05	621,203-23	135,599-39	690-10	941,873	3,343-1,810
Port Colborne ..	26,276,336-20	4,041,303-03	49,880-10	221,613-27		1,221,205	775— 340
Port McNicoll ..	10,542,879-20						
Port Stanley ..	231,340-20						
Prescott ..	13,504-10	18,741-06				307,940	
Quebec ..		200,951-33				16,698	
Tiffin ..	4,826,086-40	1,042,144-22	42,897-04		349-28		
Total to Canadian Ports ..	55,326,874-20	15,067,942-10	1,758,355-31	1,071,928-20	1,039-38	7,234,025	6,418-1,560
Direct to England ..		121,481-26					
To United States Ports—							
Buffalo ..	20,149,133-40	1,205,202-12	690,854-07	2,947,875-49			2,756— 820
Chicago ..				227,205-08			5,189— 390
Cleveland ..				145,000			
Detroit ..	65,067-10						
Duluth and Superior ..	119,045-40			92,715-22			17,204— 285
Eric ..	1,247,149-10						
Port Huron ..	536,131-40	241,173-29					
Toledo ..	103,001-50		78,666-01				
Total to United States ..	22,219,529-10	1,446,376-07	769,520-08	3,412,796-23			25,149-1,495
Grand Totals ..	77,546,403-30	16,635,800-09	2,527,875-39	4,484,724-43	1,039-38	7,234,025	31,568-1,055

STATEMENT showing the quantities of Grain carried from Port William and Port Arthur by Canadian vessels during the Crop Year—(September 1, 1914, to August 31, 1915).

Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed grain.	Grain in Storage.
Acadian.....	Bush.		Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons. Lbs.
Advance.....	110,000	2	36,000	143,040-14	88,873-41				
Agawa.....	36,500	1	1,023,657-50	470,431-30					
Alberta.....	205,000	7	615,885	412,188-18	18,244-06	44,301-24		582,649	201 1,870
Algonquin.....	60,000	28		115,908-06	5,490-10			436	
Ames, A. E.....	95,000	1	240,216-30	190,500-20	24,625-31	65,000			
Arabian.....	54,000	9	76,770-30	13,164-26	52,766-45	16,489-06			
Assiniboia.....	36,500	4	673,563-50	529,972-29	14,225-12	47,770		313,469	327 1,900
Athabasca.....	70,000	25	360,572-20	295,228-20	2,632-34	40,000		110,925	63 1,500
Atikokan.....	60,000	17	429,099-20						
Beaverton.....	111,500	4	64,205-20	265,489-01	70,000			307,940	
Bickerdike.....	100,000	5	100,642-40	104,508-11	16,000	29,200			
Briton.....	46,000	6	199,188-40	25,000		255,221-15			684 1,000
Calgarian.....	110,000	5	308,764-40	13,000	30,000	81,366-09		7,440	170 250
Canadian.....	105,000	6	115,513-20	123,365-20	20,000				
Carleton.....	112,000	3	16,058-10						
Collingwood.....	70,000	1	1,327,181-50	68,585-08					
Corunna.....	240,000	6	7,082	46,000	11,000				
Crowe, G. R.....	48,000	1	2,210,497	48,067-14	41,465-25		349-28	37,078	
Donnacoma.....	170,000	14	56,791-20	135,108-28	10,000				207
Doric.....	95,000	3	234,394-50	221,169-20					
Drummond, Thos. J.....	112,000	5	410,361	47,717-22					
Dundee.....	110,000	4	76,989-30	114,665		40,000			
Dunelm.....	110,000	3	100,756-50	114,699-24					900
Dwyer, W. H.....	110,000	3	81,000						
Easton.....	100,000	1	142,000-10	151,791-16					
Edmonton.....	97,000	3	91,379-10						
Emperor.....	98,000	1	2,624,331-00	489,512-17	74,597-04				
Empress of Fort William.....	345,000	9	821,281-10	206,875-10		30,000			
Empress of Midland.....	120,000	9	524,709	84,231-29	3,947-24		690-10	64,910	217 700
Fairmount.....	125,000	5	396,989-40						
Fardonian.....	105,000	6	88,988-40	286,179-18	14,090	70,500		733,681	
Franz, W. C.....	126,000	5	1,073,072	188,752-18					
Glenellah.....	200,000	6	133,544	110,192-12					
Glenfinnan.....	110,000	3	1,565,872-50	136,308-24	160,525-06			94,210	63 1,110
Glenfoyle.....	140,000	14	93,002	121,481-26					
Glenlivet.....	105,000	2	565,554-10	54,459-15					
	105,000	6							

SESSIONAL PAPER No. 10d

Glenlyon.....	15	150,000	1,430,967-10	757,564-31	51,958 14				69 1,540
Glenmavis.....	1	105,000	62,000	45,600					
Glenmount.....	7	107,000	533,653 10						
Glenushee.....	3	335,000	498,595 30	597,735 21					
Gordon, D. A.....	3	110,000	50,000	225,911	30,459-18				
Graham, Geo. A.....	11	115,060	779,391 30	213,500 30	155,383 06	588,920			
Hagarty, J. H. G.....	13	375,000	4,554,240 20	63,972 09	35,000	28,744-25			
Hamiltonian.....	8	106,000	277,568-50	162,804-08	90,000	75,000			233
Inland.....	5	97,000	223,720 50		197,979-46				
Ionic.....	6	55,000	160,928		83,018-30	38,760 07			60 1,390
Iroquois.....	6	125,000	718,036 40						
Jacques, C. A.....	3	112,000	39,063 30	185,399-22	13,669 04				
Kaministiquia.....	4	120,000	389,734 50	47,508-28					952 330
Keewatin.....	24	70,000	808,600-40	249,200-28	4,114 28				
Kenora.....	4	110,000	56,000	359,741					
Kinnmount.....	4	112,000	318,823 50						
Manitoba.....	22	50,000	368,623	293,364 10	9,000	41,542 03			121 850
Mapleton.....	1	110,000	55,451 20	28,107-12					107 1,760
Mariska.....	8	120,000	790,377 10	192,682 22					
Martian.....	13	205,000	2,174,725 30	334,746 10					
Matthews, W. D.....	13	215,000	2,141,454	423,365 11	45,983-20				
McKee, J. A.....	1	120,000	110,788 30						
Meaford.....	2	110,000	65,846-50	145,345-32					
Midland King.....	14	210,000	2,348,613 40	264,335-12		50,000			1,346 1,250
Midland Prince.....	9	310,000	2,481,138 20	351,756-09					
Midland Queen.....	3	100,000	68,646	112,362-02	65,895-46				230 849
Morden, W. Grant.....	10	450,000	4,089,417 40	246,029-24	2,000	96,000			61 880
Neelbing.....	5	106,000	332,339 50	166,392-18					
Nepawach.....	5	90,000	183,692 20	127,710 07	2,000	34,517 48			
Nevada.....	1	48,000	47,903 40						
Newora.....	10	120,090	958,616 50	256,415 04					199 510
Northmount.....	3	107,000	210,000						
Osler, E. B.....	14	320,000	4,322,678 10	180,589 11					
Paipooonge.....	15	120,000	1,176,039 40	309,793 07	41,000	150,928 45			3,152 700
Paliki.....	7	85,000	411,270 40	175,962 21					
Peck, E. M.....	1	95,000		105,483 13					
Pellatt, H. M.....	6	50,000	145,783-50	24,235 20	98,683-17	23,000	251,560		
Plummer, J. H.....	8	54,000	200,766-40	80,559-14	25,000	65,538 11	421,500		250
Port Colborne.....	1	85,000	79,436-10						
Port Dalhousie.....	2	100,000	96,318-10	122,238-28					
Renvoyle.....	2	110,000	138,344	32,717-32					
Rosemount.....	4	84,000	183,000	104,203-09					
Sarnian.....	4	145,000	338,797-10	271,351-10	26,127 44		120,780		
Saskatoon.....	1	95,000	88,508-30						
Scottish Hero.....	11	133,000	1,117,004-30	329-125,24	19,808 01	33,000			
Stadacona.....	2	350,000	538,222-10						
Stanstead.....	1	45,000			53,633-06				
Stormount.....	4	107,000	251,000	123,802 08					
Strathcona.....	1	100,000	28,999 20	65,000					
Tagona.....	4	110,000	25,676	170,065 14	41,783-29	26,277 34	1,055,240		30

STATEMENT showing the quantities of Grain carried from Port Arthur by Canadian Vessels during the Crop Year, September 1, 1914, to August 31, 1915—Continued.

Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed grain.	Elevator Receipts.
	Bush.		Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Tons. Lb.
Taylor, J. Frater.....	200,000	6	1,015,271-10	140,875-02					2,600 405
Thunder Bay.....	125,000	1							
Toiler.....	95,000	1	87,544-50						
Turret Cape.....	110,000	4	283,840-10	128,240-21					
Turret Court.....	110,000	6	444,345	119,820-12				37,410	
Turret Crown.....	110,000	8	622,940-50	239,749-21	39,614-40	34,590-39			1,905 250
Val Cartier.....	195,000	14	1,897,716	1,252,649-15	1,663-26			467,250	
Wahcondah.....	95,000	6	57,000	193,406-20	11,777	30,000			
Westmount.....	106,000	5	331,799-30						
Winona.....	120,000	5	445,589-10	123,000					
Yorkton.....	97,000	3	189,709-20	33,577-30	32,983-40				
Totals—617 cargoes in 98 Canadian vessels	12,390,500	617	58,732,476-50	15,505,597-22	1,837,021-32	1,448,747-42	1,039-38	7,234,025	14,321 1,305
Totals—95 cargoes in 74 United States vessels			18,813,926-40	1,130,202-21	690,854-07	3,035,977-01			17,246 1,750
Grand Totals—712 cargoes.....			77,546,403-30	16,635,800 09	2,527,875-39	4,484,714-43	1,039-38	7,234,025	31,568 1,055

SESSIONAL PAPER No. 10d

STATEMENT showing the Quantities of each kind of Grain carried from Port William and Port Arthur by United States Vessels during the Crop Year September 1, 1914, to August 31, 1915.

Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed Grain.	Elevator Screenings.
Adams, Cuyler	Bush. 300,000	1	Bush. 170,000	Bush.	Bush.	Bush. 124,110 07	Bush.	Lbs.	Tons-Lbs.
Ashley, J. S.	350,000	1	348,655-30						
Augustus, A. A.	350,000	2	680,529-30						
Barlum, John J.	335,000	1	325,208						
Barlum, Thomas	310,000	1	299,692-30			317,727 48			
Berry, B. F.	325,000	1							
Boland, John J.	320,000	2	396,129	244,651 26					
Bradley, M. A.	300,000	1	297,021-20						
Bransford	250,000	1	190,000	73,394 14					
Brown, J. J. H.	275,000	1	209,514-30		83,396 12				
Caldera	340,000	1	330,000-20						
Canopus	300,000	1	285,750						
Carter, E. D.	340,000	1	328,169 40						
City of Bangor	235,000	1	230,000						
Clement, Stephen M.	325,000	1	290,000			246,000			
Constitution	225,000	1							
Cuddy, Loftus	370,000	2	720,000						
Curry, S. S.	225,000	1	184,355			36,837-02			1,329- 720
Davidson, Louis R.	365,000	1	363,000						
Davock, William B.	255,000	1	125,000	150,000					
Dunham, James S.	265,000	1	265,000						
Dunn, John, jr.	360,000	2	704,923 50						
Griffin	100,000	1							
Hanna, D. R.	375,000	1	365,000						
Hanna, M. A.	250,000	1				237,903-52			
Hazard, F. R.	315,000	1	295,430 39						
Hebard, Chas. S.	340,000	2	628,263 50						
Hubbard, Charles	260,000	1	266,000						
Hutchinson, Charles L.	335,000	1	315,000 30						
Hutchinson, J. T.	190,000	1	185,194 30						
Kopp, Jacob T.	325,000	1	228,405-50		106,173 13				4,033-1,230
LaSalle	100,000	3				39,375 22			
Leonard, George B.	240,000	2	325,070 50	61,772 32	50,000				
Luck, Charles A.	110,000	2	192,653 20						
Maruba	120,000	1	118,650-30						
McIntosh, H. P.	350,000	2	712,945-10						2,853-1,690
Merida	190,000	1							
Miller, P. P.	205,000	1	198,434-40						
Miller, Leonard B.	340,000	1	328,006						
Minch, Philip	320,000	1	223,805-50		101,755 12				
Normania	270,000	1	256,000						

STATEMENT showing the Quantities of each kind of Grain carried from Fort William and Port Arthur by United States Vessels during the Crop Year—September 1, 1914, to August 31, 1915. *Continued*

Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed Grain.	Flour or Semolina.
Nyanza.....	Bush. 120,000	1	Bush. 107,825-30	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons-Lbs.
Nye, Harold B.....	240,000	1	230,064						
Oliver, Henry W.....	265,000	1	274,945-30						
Onoko.....	125,000	1							1,979-20
Paine, William A.....	315,000	1	299,401-10						
Peavey, Frank H.....	270,000	1	266,843						
Ranney, Rufus P.....	270,000	3	535,226-30		67,000	188,508-42			
Rees, W. D.....	220,000	1	96,025-30			105,011-10			
Rogers, William A.....	365,000	1	355,000			199,000			
Sagamore.....	200,000	1				120,000			
Sellwood, Joseph.....	360,000	3	941,309-20						
Senator.....	225,000	1	224,127-30						
Sinaloa.....	255,000	1				244,699-16			
Sierra.....	275,000	1	259,497-30						
Smith, Monroe C.....	240,000	2	127,678-50		167,528-12	164,045-30			
Smith, Wilbert L.....	240,000	1				212,382			
Sonoma.....	255,000	1				145,000			
Steinbrenner, Henry.....	250,000	1		77,643-08		185,700			
Stewart, A. E.....	215,000	1	208,000			352,175 52			
Stone, Amasa.....	360,000	1							
Taylor, Moses.....	250,000	2	494,919-10			57,500			
Upson, Andrew S.....	240,000	1		106,350	73,001-06				
Upson, J. E.....	340,000	2	443,148	289,705-30					7,070-1,290
Vulcan.....	95,000	4							
Wallace, E. L.....	270,000	1	262,400						
Warner, Chas. M.....	220,000	1	210,164-10						
Watson, C. W.....	240,000	1	164,652-20			60,000			
Wells, Frederick B.....	260,000	1	206,686-20		42,000				
Wickwire, Theodore H.....	310,000	1	298,000-10						
Wickwire, Theodore H., jr.....	350,000	1	349,000						
Wilkinson, Horace S.....	220,000	1	128,000	126,684-13					
Wolf, William H.....	355,000	2	592,231						
Yates, Harry.....	355,000	1	356,970-30						
Total—95 cargoes in United States vessels.....	20,025,000	95	18,813,926-40	1,130,202-21	690,854-07	3,035,977-01			17,249-1,750
Total—617 cargoes in Canadian vessels.....			58,732,476-50	15,505,597-22	1,837,021-32	1,448,747-42	1,039-38	7,234,025	14,321-1,595
Grand total—712 cargoes.....			77,546,403-30	16,635,800-09	2,527,875-39	4,484,724-43	1,039-38	7,234,025	31,568-1,055

SESSIONAL PAPER No. 10d

STATEMENT showing the Number of Cars of Grain inspected at the Various Points in the Western Inspection Division during the Crop Year 1914-15—September 1, 1914, to August 31, 1915, by Railroads.

Inspected at.	Railroad.	Spring Wheat.	Winter Wheat.	Total Wheat.	Oats.	Barley.	Flax.	Rye.	Screen- ings.	Total All grain
		No. cars.	No. cars.	No. cars.	No. cars.	No. cars.	No. cars.	No. cars.	No. cars.	No. cars.
Winnipeg via.....	C.P.R.....	46,054	84	46,138	5,972	1,321	2,042	11	151	55,635
“.....	C.N.R.....	29,333	1	29,334	5,553	1,494	1,289	1	29	37,700
“.....	G.T.P.R.....	11,528		11,528	2,116	224	364	2	17	14,251
Calgary.....		2,314	72	2,386	3,436	681	8	105	9	6,625
Duluth.....		1,138		1,138	20	53	172	4		1,387
Moosejaw via.....	C.P.R.....	2,605		2,605	618	9	1			3,233
“.....	C.N.R.....	92		92	8					100
“.....	G.T.P.R.....	42		42	9	1				52
Saskatoon via.....	C.P.R.....	601		601	166	9				776
“.....	C.N.R.....	509		509	471	12				992
“.....	G.T.P.R.....	147		147	196					343
Medicine Hat.....		1,099	59	1,158	48	4	28			1,238
Indian Head.....		248		248	250	2				500
Totals.....		95,710	216	95,926	18,863	3,810	319,04	123	206	122,832

SUMMARY BY RAILROADS.

C.P.R.....	52,921	215	53,136	10,490	2,026	2,079	116	160	68,007
C.N.R.....	29,934	1	29,935	6,032	1,506	1,289	1	29	38,792
G.T.P.R.....	11,717		11,717	2,321	225	364	2	17	14,646
Duluth.....	1,138		1,138	20	53	172	4		1,387
Totals.....	95,710	216	95,926	18,863	3,810	3,904	123	206	122,832

6 GEORGE V, A. 1916

STATEMENT showing the Number of Cars Inspected at Various Points in the Western Inspection Division during the Crop Year 1914-15—September 1, 1914, to August 31, 1915—by Railroads and Provinces.

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Inspected at	Railroad.	Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.
Winnipeg	Via C.P.R.	12,741	3,040	950	189	5	145
	" C.N.R.	8,579	2,233	1,012	76		25
	" G.T.P.R.	975	142	95	5		10
Calgary							
Duluth		1,108	20	53	27	3	
Moosejaw	Via C.P.R.	5	26	4			
	" C.N.R.						
	" G.T.P.R.			1			
Saskatoon	" C.P.R.	3					
	" C.N.R.						
	" G.T.P.R.						
Medicine Hat							
Indian Head		1	28				
Totals		23,412	5,489	2,115	297	8	180

SASKATCHEWAN.

Winnipeg	Via C.P.R.	30,902	2,588	337	1,786	1	5
	" C.N.R.	18,940	2,731	358	1,151		4
	" G.T.P.R.	9,577	1,626	68	322	1	7
Calgary							
Duluth		30			144	1	
Moosejaw	Via C.P.R.	1,768	315	4	1		
	" C.N.R.	92	8				
	" G.T.P.R.	38	9				
Saskatoon	" C.P.R.	306	59	5			
	" C.N.R.	278	139	6			
	" G.T.P.R.	44	38				
Medicine Hat		308	7	1	4		
Indian Head		241	103				
Totals		62,524	7,623	779	3,408	3	16

ALBERTA.

Winnipeg	Via C.P.R.	2,495	344	34	67	5	1
	" C.N.R.	1,815	589	124	62	1	
	" G.T.P.R.	976	348	61	37	1	
Calgary		2,386	3,436	681	8	105	9
Duluth					1		
Moosejaw	Via C.P.R.	832	277	1			
	" C.N.R.						
	" G.T.P.R.	4					
Saskatoon	" C.P.R.	295	107	4			
	" C.N.R.	228	332	6			
	" G.T.P.R.	103	158				
Medicine Hat		850	41	3	24		
Indain Head		6	119	2			
Totals		9,990	5,751	916	199	112	10

SESSIONAL PAPER No. 10d

STATEMENT showing the Billing Destinations of Cars Inspected at Winnipeg and Calgary, during the Crop Year 1914-15—September 1, 1914, to August 31, 1915.

Inspected at	Railroad.	Billed to	Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.
Winnipeg.....	Via C.P.R..	Winnipeg.....	10,794	1,712	410	127		49
		Fort William.....	35,213	4,093	897	1,888	1	82
		Duluth.....	7	1	1	23	8	
		All Rail.....	124	166	13	4	2	20
Winnipeg.....	Via C.N.R.	Winnipeg.....	2,589	1,324	399	13		8
		Port Arthur.....	26,528	4,141	1,082	1,089		15
		Duluth.....	183			185	1	
		All Rail.....	34	88	13	2		6
Winnipeg.....	Via G.T.P.	R. Winnipeg.....	462	198	55	9		16
		Fort William.....	11,057	1,906	168	345	1	1
		Duluth.....				8		
		All Rail.....	9	12	1	2	1	
Calgary.....		Calgary.....	1,903	2,572	496	3	33	8
		Western Points....	313	641	147	1	4	
		Eastern Points....	170	223	38	4	68	1

6 GEORGE V, A. 1916

STATEMENT showing the Number of Cars of Wheat Inspected in

Grade.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
1 Hard	1,192	8,282	21,757	557	176	651	4,008
2 "	2,188						
3 "	4,665						
1 Hd. Wh. Tife							
1 Nor.	10	18,794	14,432	7,065	3,788	33,687	28,296
2 "	14	21,851	6,378	10,794	11,585	13,317	18,268
3 "	106	991	6,359	11,720	9,293	2,407	2,207
Four		160	1,718	3,369	3,036	275	474
Five					2,247	1	
Six							
Feed	1	79	322	1,569	1,098	4	60
Rej. 1.....	137	267	420	561	631	3,623	5,047
Rej. 2	66	107	266	408	591	4,363	3,737
Smutty							
N.G.G.....	6,390	2,972	116	1,604	2,279	518	706
Rej	34	64	41	148	603	2,432	4,641
Condemned	67	140	24	46	78	35	75
N.E.G.							
1 W. F	10	1					25
2 W. F.....	1						
3 W.F							
1 Spg.....	1						
1 F.....	3						
2 F.....	1						
Feed 2.....				632	233		
4 Ex.					2,214	6	
Screenings.....					40	9	
1 Goose							1
2 Goose							2
Winter Wheat.....						214	809
Totals.....	14,886	53,708	51,833	38,473	37,892	61,542	68,356

SESSIONAL PAPER No. 10d

the Western Division, Crop Years 1900-01 to 1914-15, inclusive.

1907-08.	1908-09.	1909-10	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
143	147	282	11	4	239	783	21
.....
.....	.....	2	.....	2	4	13	1
6,130	12,594	33,420	13,252	3,909	13,267	75,684	16,152
9,406	17,958	31,844	27,326	19,281	42,579	36,788	32,735
9,378	16,943	12,252	21,760	31,525	29,931	9,202	23,057
5,154	6,531	2,618	8,198	21,793	6,223	1,921	12,074
3,888	2,920	479	2,861	11,306	1,490	495	3,260
2,604	1,281	177	2,075	13,647	1,163	230	656
4,207	657	30	450	8,471	371	34	91
567	2,498	2,324	1,133	453	.....	.....	.....
348	2,482	1,918	1,014	634	.....	.....	.....
.....	.....	.....	.....	.....	1,343	4,209	1,080
2,878	1,517	484	1,077	16,401	24,049	1,109	3,742
910	1,857	2,000	1,065	4,240	3,584	5,758	2,768
43	30	124	75	388	27	135	60
.....	10	18	5	2	32	53	12
3	17	.....	.....	.....	.....	.....	.....
.....
.....
.....
.....
3,641	53	.....	.....	.....	.....	.....	.....
.....
.....	.....	.....	.....	.....	142	.....	.....
.....	.....	.....	2	.....	.....	.....	.....
2	.....	1	.....	.....	.....	5	1
1,545	3,034	1,156	1,202	3,700	1,525	984	216
50,847	70,529	89,129	81,506	135,756	125,969	137,403	95,926

6 GEORGE V, A. 1916

STATEMENT showing quantity of each kind of Grain handled by Country Elevators in which they are located,

Provinces and Railroads.	WHEAT.			OATS.			
	On Hand.	Receipts.	Shipments.	In Store.	On Hand.	Receipts.	Shipments.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Manitoba—							
C.P.R.....	91,765	13,243,453	13,183,256	22,784	190,198	6,761,236	6,784,914
C.N.R.....	22,632	7,492,696	7,210,011	50,061	19,503	3,276,006	3,265,176
G.T.P.R.....	1,771	571,748	573,596	858	59	44,822	43,537
G.N.R.....	819	1,016,238	1,016,980	3,176	4,419	72,272	73,699
Totals.....	116,987	22,324,135	21,983,843	76,879	214,179	10,154,336	10,167,326
Saskatchewan—							
C.P.R.....	253,635	34,886,795	35,036,896	85,868	82,922	6,524,687	6,566,071
C.N.R.....	94,856	15,810,106	15,853,168	71,467	22,876	4,587,523	4,576,880
G.T.P.R.....	20,291	6,754,094	6,768,581	8,173	18,069	2,317,996	2,330,563
Totals.....	368,782	57,450,995	57,658,645	165,508	123,867	13,430,206	13,473,514
Alberta—							
C.P.R.....	326,914	8,614,878	8,676,027	181,969	476,389	7,249,369	7,902,074
C.N.R.....	58,984	2,289,315	2,287,645	24,378	75,292	2,690,753	2,801,697
G.T.P.R.....	7,169	671,774	675,677	3,786	10,005	923,508	918,588
Totals.....	393,067	11,575,967	11,639,349	210,133	561,686	10,863,630	11,622,359
Totals—							
Manitoba.....	116,987	22,324,135	21,983,843	76,879	214,179	10,154,336	10,167,326
Saskatchewan.....	368,782	57,450,995	57,658,645	165,508	123,867	13,430,206	13,473,514
Alberta.....	393,067	11,575,967	11,639,349	210,133	561,686	10,863,630	11,622,359
Grand totals.....	878,836	91,351,097	91,281,837	452,520	899,732	34,448,172	35,263,199

SESSIONAL PAPER No. 10d

the Provinces of Manitoba, Saskatchewan and Alberta, with the line of railway on for Crop Year 1914-15.

BARLEY.					FLAX.			
In Store.	On Hand.	Receipts.	Shipments.	In Store.	On Hand.	Receipts.	Shipments.	In Store.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
199,950	163,762	1,341,244	1,683,344	9,265	83	72,292	71,951	22
24,652	9,017	871,244	869,434	9,344	3	42,027	38,699	1,681
1,739	.....	39,414	39,489	.....	595	2,397	2,977	85
3,600	758	90,959	91,779	245	158	14,941	14,630	242
229,941	173,537	2,342,861	2,684,046	18,854	839	131,657	128,257	2,030
38,925	4,166	390,275	391,981	3,799	17,622	1,937,016	1,920,450	11,843
52,177	8,408	275,967	280,804	694	8,882	1,042,134	1,036,641	6,209
5,960	255	102,283	102,683	1,982	780	330,695	320,172	1,866
97,062	12,829	768,525	775,468	6,475	27,284	3,309,845	3,277,263	19,918
116,554	195,476	1,072,342	1,247,322	26,400	22,927	105,306	108,112	13,760
37,634	5,658	332,170	326,936	5,954	5,366	51,378	52,265	4,136
17,778	1,545	96,930	97,313	568	1,351	23,639	23,686	1,280
171,966	202,679	1,501,442	1,671,571	32,922	29,644	180,323	184,063	19,176
229,941	173,537	2,542,861	2,684,046	18,854	839	131,657	128,257	2,030
97,062	12,829	768,525	775,468	6,475	27,284	3,309,845	3,277,263	19,918
171,966	202,679	1,501,442	1,671,571	32,922	29,644	180,323	184,063	19,176
498,969	389,045	4,812,828	5,131,085	58,251	57,767	3,621,825	3,589,583	41,124

6 GEORGE V, A. 1916

TOTAL GRAIN.

Provinces and Railroads.	On Hand.	Receipts.	Shipments.	In Store.
Manitoba				
C.P.R.	445,808	21,418,225	21,723,465	232,021
C.N.R.	51,155	11,681,973	11,383,320	85,738
G.T.P.R.	2,425	658,381	659,599	2,682
G.N.R.	6,154	1,194,410	1,197,088	7,263
Total	505,542	34,952,989	34,963,472	327,704
Saskatchewan				
C.P.R.	358,345	43,738,773	43,915,398	140,435
C.N.R.	135,022	21,715,730	21,747,493	130,547
G.T.P.R.	39,395	9,505,068	9,521,999	17,981
Total.....	532,762	74,959,571	75,184,890	288,963
Alberta--				
C.P.R.....	1,021,706	17,041,895	17,933,535	338,683
C.N.R.....	145,300	5,363,616	5,468,543	72,102
G.T.P.R.....	20,070	1,715,851	1,715,264	23,412
Total	1,187,076	24,121,362	25,117,342	434,197
Totals—				
Manitoba.....	505,542	34,952,989	34,963,472	327,704
Saskatchewan.....	532,762	74,959,571	75,184,890	288,963
Alberta.....	1,187,076	24,121,362	25,117,342	434,197
Grand totals.....	2,225,380	134,033,922	135,265,704	1,050,864

SESSIONAL PAPER No. 10d

STATEMENT showing the estimated crop of Wheat, Oats, Barley and Flax, quantity inspected, percentage of estimated crop inspected, quantity delivered at the terminal elevators, percentage of estimated crop delivered at the terminal elevators, and the percentage of the quantity inspected delivered at the terminals, for the Crop Years 1901-02 to 1914-15.

Crop Year.	Estimated Crop.	Inspected.	Percentage of estimated Crop Inspected.	Quantity delivered at Terminals.	Percentage of estimated Crop delivered at Terminals.	Percentage of quantity Inspected delivered at Terminals.
<i>Wheat—</i>	Bush	Bush		Bush		
1901-1902.....	62,820,282	45,651,800	73	30,141,536	48	66
1902-1903.....	67,034,127	51,833,000	77	41,302,474	62	80
1903-1904.....	56,145,497	40,396,650	72	32,080,627	57	80
1904-1905.....	56,037,995	39,786,000	71	31,508,617	56	79
1905-1906.....	84,175,226	64,619,100	77	56,056,560	67	87
1906-1907.....	102,256,531	73,140,920	72	60,553,693	59	83
1907-1908.....	71,574,402	53,389,350	75	40,689,868	57	76
1908-1909.....	107,002,093	74,055,450	69	58,088,727	57	78
1909-1910.....	144,239,707	94,922,385	66	72,285,601	50	76
1910-1911.....	120,487,310	87,618,950	73	70,131,871	58	80
1911-1912.....	193,998,374	145,937,700	75	108,192,739	56	73
1912-1913.....	183,322,000	141,715,125	77	107,494,757	59	76
1913-1914.....	209,262,000	158,013,450	76	133,444,093	64	84
1914-1915.....	140,958,000	107,916,750	76	75,715,606	54	70
<i>Oats—</i>						
1901-1902.....	38,909,654	4,005,600	10	1,237,557	3	39
1902-1903.....	45,139,455	3,054,000	7	1,625,623	4	53
1903-1904.....	47,215,449	1,633,500	4	193,501	4	11
1904-1905.....	52,655,825	2,736,000	5	832,664	2	30
1905-1906.....	74,211,260	8,652,000	12	6,278,449	8	73
1906-1907.....	87,795,418	14,935,500	17	13,012,106	15	87
1907-1908.....	74,713,562	16,761,600	22	10,657,172	15	64
1908-1909.....	108,988,855	21,996,000	20	15,031,400	14	69
1909-1910.....	176,448,056	34,944,800	14	26,483,516	15	76
1910-1911.....	118,121,591	26,351,100	22	17,777,080	15	68
1911-1912.....	229,426,953	53,141,100	23	29,459,591	13	55
1912-1913.....	221,857,000	59,763,600	27	34,482,918	16	58
1913-1914.....	242,413,000	67,197,000	28	41,707,055	17	62
1914-1915.....	150,843,000	35,839,700	24	17,189,298	11	50
<i>Barley—</i>						
1901-1902.....	7,331,255	308,000	4	56,769	7.0	18
1902-1903.....	12,718,837	565,200	4	348,909	3	62
1903-1904.....	10,549,536	193,200	2	101,425	1	53
1904-1905.....	13,384,547	468,000	3	259,310	2	55
1905-1906.....	16,731,485	1,628,400	10	1,001,298	6	62
1906-1907.....	21,006,925	2,715,600	13	1,869,181	9	69
1907-1908.....	19,185,449	2,635,200	13	1,914,296	10	72
1908-1909.....	24,050,645	3,579,600	15	2,498,174	10	70
1909-1910.....	26,749,634	4,663,200	17	3,300,676	12	71
1910-1911.....	20,708,565	2,554,800	12	1,536,500	8	60
1911-1912.....	35,010,043	6,301,200	18	3,482,689	10	55
1912-1913.....	26,671,000	14,833,000	56	9,868,774	37	68
1913-1914.....	31,060,000	15,761,250	51	10,781,391	35	62
1914-1915.....	19,535,000	4,953,000	25	2,624,081	13	53
<i>Flax—</i>						
1901-1902.....	461,520	131,400	29	10,726	2	8
1902-1903.....	735,110	655,000	89	167,537	23	26
1903-1904.....	879,802	536,000	61	462,053	53	86
1904-1905.....	635,543	290,000	46	169,761	26	59
1905-1906.....	733,700	503,000	68	392,000	53	78
1906-1907.....	1,023,510	908,000	89	796,191	78	88
1907-1908.....	1,732,065	1,617,000	93	1,515,694	88	94
1908-1909.....	3,165,320	2,208,000	70	2,110,668	67	96
1909-1910.....	4,784,786	3,571,000	75	3,360,800	70	94
1910-1911.....	3,501,221	3,216,000	92	2,877,330	82	89
1911-1912.....	12,556,468	7,190,000	57	5,954,451	47	83
1912-1913.....	21,534,000	22,081,500	103	17,999,403	84	81
1913-1914.....	17,366,000	14,093,200	81	12,559,884	72	89
1914-1915.....	7,083,000	4,001,600	56	3,179,925	45	79

Daily Current Cash Price for No. 1 Northern Wheat, in store at Fort William, from September 1, 1914, to August 31, 1915.

Date.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	August.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	1 13.4	1 07.1		1 17		1 49.6	1 48.4	1 49.6	1 63	1 41		
2	1 14.3	1 04.1	1 17.7	1 17.2		1 53.6	1 42.6			1 37.4	1 52.6	1 28.4
3	1 18	1 06	1 18	1 16.5		1 50.6	1 43.4	1 50.7			1 31.2	1 28.4
4	1 20.2		1 19.2	1 16.6	1 26.6	1 53	1 40.1		1 64	1 38.4	1 28.4	1 31
5	1 17.2	1 07	1 18.5	1 17.2	1 29	1 55.4	1 36.2	1 52.2	1 64.4	1 35.6	1 29	1 32
6		1 06.4	1 19.2		1 27.4	1 55.7	1 40	1 52.1	1 63.2		1 30	1 32
7		1 06.6	1 20.6	1 17.2	1 29.2			1 50.4	1 62	1 28	1 34	1 32.4
8	1 14	1 08.2		1 16.6	1 32.6	1 55	1 44.6	1 49.2	1 59	1 29.5	1 37.4	
9	1 16.4	1 07.5	1 21.1	1 16	1 32	1 55	1 50	1 51		1 25	1 37.4	
10	1 15	1 09.2	1 20	1 15.5		1 54.4	1 47.6	1 50.7	1 58.4	1 20.4	1 34.2	1 32.4
11	1 13		1 19	1 16.3	1 29.2	1 53.2	1 48.6		1 62.4	1 21.4	1 32.6	
12	1 11.4		1 19.2	1 17.2	1 32.5	1 51.2	1 50.6	1 52	1 61	1 22	1 35.3	1 34
13		1 10	1 18.2		1 34.2	1 48.6	1 51	1 52.4	1 60.2		1 36.6	
14	1 06	1 12	1 19	1 17	1 35.6			1 55.5	1 58.1	1 21	1 37.7	
15	1 07.4	1 12		1 17.6	1 39	1 52.4	1 54	1 56.4	1 59.1	1 18.2	1 38.4	
16	1 10	1 13.2	1 18.6	1 17.6	1 38	1 56	1 53.2	1 57.7			1 39.4	
17	1 09.2	1 15.6	1 19.1	1 18.4		1 55.2	1 51.2	1 58	1 60.4			
18	1 11		1 19.5	1 18.6	1 38.6	1 56	1 53		1 58.4		1 40	1 08.2
19	1 12.2	1 17.6	1 20	1 20.6	1 36.6	1 56.6	1 52.2	1 60.5	1 58.6	1 20.6	1 37	1 06.4
20		1 15.4	1 20		1 37.6	1 56	1 52	1 57.7	1 58.7		1 37	1 03
21	1 11.4	1 17.2	1 19.7	1 21.6	1 38			1 58.3	1 58.7	1 18.6	1 34.4	1 09.5
22	1 09.4	1 15.6		1 22.4	1 38.2	1 53	1 49	1 58.3	1 58	1 19.4	1 36.4	0 99.2
23	1 10.4	1 17.3	1 20	1 21.4	1 38.6	1 52.2	1 51.4	1 61.2		1 24	1 37	0 98
24	1 10.2	1 17.2	1 19.1	1 21.2		1 53.2	1 51.2	1 63.7		1 27.2	1 39.2	
25	1 09.5		1 18.5		1 39.4	1 52.2	1 50		1 58	1 29.4		1 00
26	1 08.4	1 16	1 17.4		1 40.3	1 48.6	1 46.6	1 63.5	1 55.3	1 30	1 37	0 99.3
27		1 15.3	1 14.6		1 42	1 52.4	1 45.7	1 61.2	1 53.5		1 36.4	0 98.4
28	1 08.1	1 14.5	1 16.2	1 20.4	1 44			1 63.2	1 52.5	1 32.4	1 32.6	0 98.6
29	1 08.3	1 14.2		1 22	1 42.4		1 47.4	1 63		1 29.6	1 27.4	0 94.2
30	1 07.6	1 16.6	1 15.7	1 22	1 45.4		1 50.2	1 62.1		1 28.2	1 27.4	0 94.4
31		1 16.6		1 22.4			1 49.4		1 44.2		1 27	

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Feed.	
	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
September.														
1.....		\$ 13.4		\$ 12.0	\$ 83.0	\$ 10.0		\$ 102.4		\$ 95.4			\$	cts.
2.....	0 88.0	1 14.3	0 85.4	1 12.5	0 84.2	1 10.1		1 04.1		0 96.1				
3.....	0 89.3	1 18.0	0 86.6	1 16.0	0 85.2	1 14.0		1 07.4		0 99.4				
4.....	0 89.6	1 20.2	0 87.2	1 18.2	0 84.2	1 15.6	0 80.0	1 09.6		1 02.6				
5.....	0 89.0	1 17.2	0 86.4	1 14.6	0 84.2	1 12.6		1 07.0		0 99.6	0 93.6			
6.....	0 88.6		0 86.2		0 84.2									
7.....														
8.....	0 88.4	0 1.14	0 86.4	1 11.2	0 83.6	1 09.2	1 03.4	0 93.2						
9.....	0 89.0	1 16.4	0 87.0	1 13.3	0 84.0	1 11.2		1 05.6		0 98.2				
10.....	0 89.0	1 15.0	0 87.0	1 12.0	0 84.0	1 10.0		1 04.2		0 96.6	0 91.6			
11.....	0 88.6	1 13.0	0 87.0	1 10.2	0 83.6	1 07.2		1 02.2		0 95.2				
12.....	0 88.4	1 11.4	0 87.0	1 07.6	0 84.0	1 04.6		1 00.6		0 93.6				
13.....	0 87.4		0 86.2		0 84.0									
14.....		1 06.0		1 02.4		0 97.4								
15.....	0 86.6	1 07.4	0 84.6	1 03.4	0 83.4	0 99.0		0 94.0		0 86.0				
16.....	0 86.3	1 10.0	0 84.3	1 06.0	0 82.5	1 01.4		0 95.4		0 88.4				
17.....	0 86.4	1 09.2	0 84.4	1 05.6	0 83.0	1 00.6	0 78.0	0 95.2		0 87.6				
18.....	0 86.2	1 11.0	0 84.6	1 07.2	0 83.0	1 02.4	0 78.0	0 96.4		0 89.2	0 83.2			
19.....	0 86.0	1 12.2	0 84.2	1 08.6	0 82.6	1 04.0	0 78.0	0 97.6		0 90.6	0 84.6			
20.....	0 85.0		0 84.0		0 82.0		0 77.0							
21.....		1 11.4		1 08.0		1 03.0		0 95.4		0 88.4	0 81.0			
22.....	0 83.6	1 09.4	0 82.6	1 06.0	0 81.0	1 01.0	0 76.0	0 92.6		0 87.0	0 81.4			
23.....	0 83.0	1 10.4	0 81.6	1 07.1	0 80.0	1 02.1	0 75.0	0 93.6		0 88.2	0 82.6			
24.....	0 82.6	1 10.2	0 81.4	1 06.6	0 79.4	1 02.2	0 74.4	0 94.0		0 88.0	0 83.0			
25.....	0 82.2	1 09.5	0 81.0	1 06.1	0 78.6	1 01.2	0 73.2	0 93.7		0 88.3	0 83.3	0 79.3		
26.....	0 82.6	1 08.4	0 81.3	1 05.0	0 79.5	1 00.0	0 73.6	0 93.0		0 87.2	0 82.2	0 75.2		
27.....	0 83.0		0 82.0		0 80.0		0 74.0							
28.....		1 08.1		1 04.7		0 99.7		0 93.0		0 87.0	0 82.0	0 76.0		
29.....	0 83.1	1 08.3	0 82.0	1 05.1	0 80.1	1 00.1	0 74.2	0 93.4		0 87.6	0 82.6	0 79.2		
30.....	0 82.4	1 07.6	0 81.2	1 04.4	0 79.4	0 99.4	0 73.0	0 93.1		0 87.1	0 82.1	0 78.5		
October.														
1.....	0 82.0	1 07.1	0 80.6	1 04.0	0 79.0	0 99.0	0 73.4	0 92.4		0 86.4	0 81.4	0 78.0		
2.....	0 81.6	1 04.1	0 80.4	1 00.7	0 78.6	0 95.7	0 73.4	0 89.4		0 84.2	0 79.0	0 75.0		
3.....	0 81.6	1 06.0	0 80.4	1 02.5	0 78.6	0 97.5	0 73.4	0 91.6		0 86.2	0 81.4	0 76.6		
4.....	0 81.3		0 80.1		0 78.4		0 73.0							

COMPARATIVE PRICES—CASH WHEAT—Continued.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Feed.	
	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
October-Con.														
5.....		\$ 1 07.0		\$ 1 03.5		\$ 0 98.5		\$ 0 93.0		\$ 0 87.4		\$ 0 82.4		\$ 0 77.4
6.....	0 81.1	1 06.4	0 79.1	1 03.1	0 78.2	0 98.2	0 72.6	0 92.6		0 87.4		0 82.6		0 77.2
7.....	0 81.3	1 06.6	0 80.1	1 03.2	0 78.4	0 98.2	0 73.0	0 92.6		0 87.4		0 82.6		0 77.2
8.....	0 81.3	1 08.2	0 80.0	1 04.6	0 78.4	0 99.6	0 73.0	0 94.2		0 89.6		0 84.6		0 80.6
9.....	0 81.1	1 07.5	0 79.4	1 03.7	0 78.0	0 98.7	0 72.4	0 93.0		0 88.4		0 84.0		0 80.0
10.....	0 81.6	1 09.2	0 80.2	1 05.4	0 78.2	1 00.4	0 73.2	0 94.4		0 90.0		0 85.4		0 81.4
11.....	0 81.4		0 80.0		0 78.0		0 73.0							
12.....														
13.....	0 81.0	1 10.0	0 79.2	1 06.2	0 77.6	1 01.2	0 72.4	0 95.2		0 91.0		0 86.2		0 82.2
14.....	0 80.4	1 12.0	0 78.4	1 08.1	0 76.6	1 03.1	0 72.0	0 96.6		0 93.0		0 88.2		0 84.2
15.....	0 79.4	1 12.0	0 77.4	1 08.0	0 75.4	1 03.0	0 71.0	0 96.6		0 92.6		0 88.0		0 84.0
16.....	0 78.4	1 13.2	0 76.4	1 09.2	0 74.4	1 04.2	0 70.0	0 98.2		0 94.2		0 89.2		0 85.2
17.....	0 78.3	1 15.6	0 76.3	1 11.4	0 74.2	1 06.4	0 70.0	1 00.4		0 96.4		0 91.4		0 87.4
18.....	0 78.0		0 76.0		0 74.0		0 69.4							
19.....		1 17.6		1 13.4		1 08.4		1 02.5		0 98.4		0 95.4		0 91.4
20.....		1 15.4		1 11.2		1 06.2		1 00.2		0 96.2		0 91.2		0 87.2
21.....		1 17.2		1 13.0		1 08.0		1 02.2		0 98.2		0 93.2		0 89.2
22.....	0 78.6	1 15.6	0 76.6	1 12.0	0 74.6	1 07.0	0 70.4	1 04.0		0 97.0		0 92.0		0 88.0
23.....	0 79.0	1 17.3	0 77.0	1 13.4	0 75.0	1 08.4	0 70.4			0 98.4		0 93.4		0 89.4
24.....	0 79.0	1 17.2	0 77.0	1 13.2	0 75.0	1 08.2	0 70.4	1 02.2		0 98.2		0 93.2		0 89.2
25.....	0 79.2		0 77.2		0 75.2		0 70.6							
26.....		1 16.0		1 12.4		1 07.4		1 01.3		0 97.3		0 92.3		0 88.3
27.....	0 81.2	1 15.3	0 79.2	1 11.6	0 77.2	1 06.2	0 72.2	1 00.6		0 96.6		0 91.6		0 87.6
28.....	0 89.7	1 14.5	0 78.7	1 11.2	0 76.7	1 06.2	0 72.2	1 00.2		0 96.2		0 91.4		0 87.4
29.....	0 82.3	1 14.2	0 80.3	1 11.2	0 78.3	1 06.2	0 73.4	1 00.2		0 96.2		0 91.2		0 87.2
30.....	0 82.0	1 16.6	0 80.0	1 13.3	0 78.0	1 08.3	0 73.4	1 02.4		0 98.6		0 93.6		0 89.6
31.....	0 82.5	1 16.6	0 80.5	1 13.4	0 78.5	1 08.4	0 72.4	1 02.4		0 98.6		0 93.6		0 89.6
November.														
1.....	0 81.7		0 79.7		0 77.7		0 73.4			0 99.6		0 95.1		0 91.1
2.....		1 17.7		1 14.5		1 09.3		1 03.6		1 00.3		0 95.1		0 91.1
3.....	0 81.6	1 18.0	0 80.6	1 14.6	0 77.6	1 09.6	0 73.6	1 04.6		1 01.4		0 96.2		0 92.2
4.....	0 81.3	1 19.2	0 79.4	1 16.2	0 77.3	1 11.2	0 73.3	1 06.0		1 01.1		0 96.1		0 92.1
5.....	0 80.5	1 18.5	0 78.7	1 15.5	0 76.6	1 10.5	0 72.6	1 05.5		1 02.0		0 96.4		0 92.4
6.....	0 81.5	1 19.2	0 79.7	1 16.0	0 77.6	1 11.0	0 73.5	1 06.0		1 03.0		0 96.4		0 92.4
7.....	0 82.0	1 20.6	0 80.3	1 17.5	0 78.3	1 12.5	0 74.1	1 07.4				0 98.0		0 94.0

SESSIONAL PAPER No. 10d

8	0 81.7	1 21.1	0 80.2	1 17.6	0 78.1	1 13.0	0 73.7	1 07.6	1 02.6	0 98.2	0 94.2
9	0 82.5	1 20.0	0 81.1	1 16.5	0 79.2	1 12.0	0 74.6	1 07.0	1 02.0	0 97.2	0 93.2
10	0 82.6	1 19.0	0 81.1	1 15.6	0 79.2	1 11.2	0 74.6	1 06.0	1 01.4	0 96.4	0 92.4
11	0 82.6	1 19.2	0 81.3	1 16.0	0 79.5	1 11.4	0 75.1	1 06.2	1 01.4	0 96.4	0 92.4
12	0 83.4	1 18.2	0 81.7	1 15.0	0 80.4	1 10.5	0 75.6	1 05.3	1 00.3	0 95.1	0 91.1
13	0 83.4	1 19.0	0 81.7	1 16.0	0 80.2	1 11.4	0 75.6	1 06.2	1 01.4	0 96.0	0 91.0
14	0 84.4	1 18.6	0 81.7	1 15.7	0 81.2	1 11.1	0 74.6	1 05.6	1 00.6	0 95.6	0 90.6
15	0 85.0	1 19.1	0 83.3	1 16.0	0 81.6	1 11.6	0 77.2	1 06.2	1 01.6	0 96.6	0 92.6
16	0 84.4	1 19.5	0 82.7	1 16.6	0 81.2	1 12.2	0 76.6	1 07.2	1 02.2	0 97.6	0 94.0
17	0 85.2	1 20.0	0 83.4	1 17.2	0 82.0	1 12.0	0 77.4	1 07.0	1 02.0	0 97.4	0 94.0
18	0 85.0	1 20.0	0 83.0	1 17.2	0 81.6	1 12.4	0 77.2	1 07.1	1 02.0	0 97.4	0 94.0
19	0 84.7	1 19.7	0 83.1	1 17.2	0 81.7	1 12.2	0 76.0	1 07.4	1 02.1	0 97.6	0 94.0
20	0 85.0	1 20.0	0 83.2	1 17.2	0 81.0	1 12.2	0 76.0	1 09.2	1 03.0	0 98.2	0 94.0
21	0 85.0	1 19.1	0 83.1	1 16.1	0 81.1	1 11.1	0 76.0	1 07.3	1 02.3	0 98.3	0 94.0
22	0 85.4	1 18.5	0 83.5	1 15.7	0 81.6	1 11.0	0 74.4	1 06.6	1 02.0	0 97.0	0 94.0
23	0 85.3	1 17.4	0 83.4	1 14.6	0 81.5	1 10.2	0 73.4	1 06.4	1 02.0	0 96.4	0 94.0
24	0 81.2	1 14.6	0 82.2	1 12.0	0 79.4	1 08.0	0 73.4	1 04.0	0 99.4	0 94.0	0 90.0
25	0 84.2	1 16.2	0 82.0	1 13.4	0 79.4	1 08.6	0 73.2	1 05.0	1 00.0	0 95.0	0 91.0
26	0 82.7	1 15.7	0 81.0	1 13.0	0 78.4	1 08.2	0 73.2	1 05.2	1 00.6	0 95.6	0 91.0
27	0 83.5	1 17.0	0 81.5	1 14.1	0 78.6	1 09.1	0 73.5	1 05.5	1 00.5	0 95.0	0 91.0
28	0 83.0	1 17.2	0 81.3	1 14.3	0 78.4	1 09.4	0 73.3	1 05.0	1 00.4	0 95.4	0 91.4
29	0 84.0	1 16.5	0 81.0	1 13.6	0 78.2	1 08.6	0 73.4	1 04.4	0 99.4	0 94.4	0 90.4
30	0 84.4	1 16.6	0 81.7	1 14.0	0 79.0	1 09.0	0 74.4	1 05.6	1 00.2	0 95.2	0 91.2
31	0 84.4	1 17.2	0 82.2	1 14.4	0 79.1	1 09.4	0 74.3	1 05.2	1 00.2	0 95.2	0 91.2
32	0 84.4	1 17.2	0 82.2	1 14.4	0 79.2	1 09.4	0 74.3	1 05.6	1 00.4	0 95.4	0 91.4
33	0 84.2	1 16.6	0 82.4	1 13.6	0 79.0	1 08.6	0 74.0	1 04.6	0 99.6	0 94.6	0 90.6
34	0 84.3	1 16.0	0 82.0	1 13.0	0 79.2	1 08.0	0 74.0	1 04.0	0 99.0	0 94.0	0 90.0
35	0 81.1	1 15.5	0 81.5	1 12.5	0 79.1	1 07.5	0 73.0	1 03.5	0 98.5	0 93.5	0 89.5
36	0 83.4	1 16.3	0 80.4	1 13.3	0 79.1	1 08.3	0 73.0	1 04.7	0 99.7	0 94.7	0 89.7
37	0 83.4	1 17.2	0 80.6	1 14.2	0 78.0	1 09.2	0 72.7	1 05.6	1 00.6	0 95.6	0 92.2
38	0 83.2	1 17.0	0 80.5	1 14.0	0 77.7	1 09.0	0 72.7	1 05.4	1 00.4	0 95.4	0 91.0
39	0 83.0	1 17.6	0 80.4	1 14.6	0 77.6	1 10.2	0 72.4	1 06.2	1 01.2	0 96.2	0 92.0
40	0 82.5	1 17.6	0 80.0	1 14.6	0 77.2	1 10.2	0 74.0	1 06.4	1 01.6	0 96.6	0 92.4
41	0 83.3	1 18.4	0 79.6	1 15.4	0 77.0	1 11.0	0 74.0	1 07.0	1 02.4	0 97.4	0 93.4
42	0 81.5	1 18.6	0 78.6	1 15.6	0 76.1	1 11.2	0 73.0	1 07.4	1 02.6	0 97.6	0 93.6
43	0 82.3	1 20.6	0 79.5	1 17.6	0 76.0	1 13.3	0 73.0	1 09.4	1 04.6	0 99.6	0 95.6
44	0 82.4	1 21.6	0 79.6	1 18.6	0 77.0	1 14.2	0 73.0	1 10.4	1 05.6	1 00.6	0 96.6
45	0 82.6	1 22.4	0 80.0	1 19.4	0 76.7	1 15.0	0 73.2	1 11.0	1 06.0	1 01.4	0 97.4
46	0 82.4	1 21.4	0 79.6	1 18.4	0 77.0	1 14.0	0 73.2	1 09.2	1 04.6	0 99.6	0 95.6
47	0 82.6	1 21.2	0 80.0	1 18.2	0 77.0	1 13.6	0 73.2	1 09.2	1 04.6	0 99.6	0 95.6

December

COMPARATIVE PRICES - CASH WHEAT.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Total.
	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	
December— Con.													
26.....													
27.....													
28.....		1 20.4		1 17.4		1 13.0		1 08.6		1 04.2		0 99.4	0 95.4
29.....	0 83.3	1 22.0	0 80.5	1 19.0	0 77.5	1 14.4	0 73.4	1 10.2		1 06.0		1 01.0	0 97.0
30.....	0 83.0	1 22.0	0 80.2	1 19.0	0 77.2	1 14.4	0 73.2	1 10.4	0 67.0	1 06.0	0 63.0	1 10.0	0 97.0
31.....	0 83.3	1 22.4	0 80.5	1 19.4	0 77.5	1 15.0	0 73.4	1 11.0	0 67.0	1 06.4	0 63.0	1 01.4	0 97.4
January.													
1.....	0 83.4		0 80.6		0 77.6		0 73.4		0 67.4		0 63.4		0 57.0
2.....	0 84.1		0 81.3		0 78.3		0 73.4		0 67.4		0 63.4		0 57.0
3.....													
4.....		1 26.6		1 23.6		1 19.2		1 15.2		1 11.0		1 06.0	1 02.0
5.....	0 84.4	1 29.0	0 81.7	1 26.0	0 78.7	1 22.0	0 74.0	1 18.0	0 67.4	1 13.4	0 63.4	1 09.0	1 04.0
6.....	0 84.5	1 27.4	0 81.5	1 24.6	0 78.5	1 20.6	0 73.6	1 16.6	0 68.0	1 12.2	0 64.0	1 08.0	1 04.0
7.....	0 84.5	1 29.2	0 82.2	1 26.4	0 79.2	1 22.6	0 74.0	1 18.4	0 68.0	1 14.2	0 64.0	1 09.6	1 05.6
8.....	0 84.5	1 32.6	0 82.1	1 29.6	0 79.1	1 25.6	0 74.0	1 22.0	0 68.0	1 17.6	0 64.0	1 12.6	1 08.6
9.....	0 84.5	1 32.0	0 82.2	1 29.0	0 79.4	1 25.2	0 74.4	1 21.2	0 68.0	1 17.0	0 64.0	1 12.0	1 08.0
10.....	0 84.6		0 82.5		0 79.6		0 74.4		0 68.0		0 64.0		1 08.0
11.....		1 29.2		1 26.2		1 22.4		1 19.0		1 15.0		1 10.0	1 05.4
12.....	0 85.2	1 32.5	0 83.4	1 29.5	0 80.4	1 26.3	0 75.0	1 22.3	0 68.4	1 18.3	0 64.4	1 13.5	1 09.0
13.....	0 85.4	1 34.2	0 83.6	1 31.2	0 80.6	1 28.0	0 75.0	1 24.0	0 68.4	1 20.0	0 64.4	1 15.0	1 11.0
14.....	0 86.2	1 35.6	0 84.5	1 32.6	0 81.6	1 29.6	0 75.0	1 25.4	0 69.0	1 21.4	0 64.4	1 16.4	1 12.0
15.....	0 86.3	1 39.0	0 84.6	1 36.0	0 82.0	1 33.0	0 75.4	1 29.0	0 69.0	1 25.0	0 64.4	1 20.4	1 15.4
16.....	0 85.7	1 38.0	0 84.1	1 35.0	0 81.5	1 32.2	0 75.6	1 28.0	0 69.0	1 23.6	0 64.4	1 19.6	1 15.6
17.....	0 85.1		0 83.3		0 80.7		0 75.4		0 69.0		0 64.4		1 15.6
18.....		1 38.6		1 36.2		1 33.6		1 30.0		1 26.0		1 22.0	1 18.0
19.....	0 85.0	1 36.6	0 83.1	1 34.0	0 80.6	1 31.4	0 75.4	1 27.6	0 70.0	1 23.6	0 65.0	1 19.2	1 15.2
20.....	0 85.2	1 37.6	0 83.3	1 35.0	0 81.0	1 32.6	0 75.6	1 29.0	0 70.0	1 25.0	0 65.0	1 21.0	1 17.0
21.....	0 85.2	1 38.0	0 83.4	1 35.4	0 81.2	1 33.2	0 76.0	1 29.2	0 70.0	1 25.6	0 65.0	1 21.2	1 17.2
22.....	0 85.6	1 38.2	0 84.0	1 35.4	0 81.4	1 33.4	0 76.2	1 29.4	0 70.0	1 25.6	0 65.0	1 21.6	1 17.6
23.....	0 86.3	1 38.6	0 84.4	1 36.0	0 82.2	1 34.0	0 76.4	1 30.0	0 70.4	1 26.4	0 65.4	1 22.4	1 18.4
24.....	0 86.5		0 84.7		0 82.4		0 76.4		0 70.4		0 65.4		1 18.4
25.....		1 39.4		1 37.0		1 35.2		1 30.4		1 26.4		1 23.0	1 19.0
26.....	0 96.2	1 40.3	0 84.3	1 38.4	0 82.2	1 36.0	0 76.4	1 31.4	0 70.4	1 28.0	0 65.4	1 24.0	1 20.0
27.....	0 86.3	1 42.0	0 84.5	1 40.6	0 82.5	1 38.0	0 77.0	1 33.0	0 70.4	1 28.2	0 65.4	1 24.2	1 20.2
28.....	0 86.5	1 44.0	0 84.7	1 42.6	0 82.7	1 40.4	0 77.2	1 35.4	0 70.4	1 31.4	0 65.4	1 28.0	1 23.4

SESSIONAL PAPER No. 10d

29	0 86.2	1 42.4	0 84.7	1 41.0	0 82.4	1 38.4	0 77.2	1 34.4	0 70.4	1 30.2	0 65.4	1 26.2	0 60.4	1 22.2
30	0 85.7	1 45.4	0 84.1	1 44.2	0 82.1	1 41.4	0 77.0	1 37.0	0 70.4	1 33.0	0 65.4	1 29.0	0 60.4	
31	0 85.7		0 84.1		0 82.1		0 77.0		0 70.4		0 65.4		0 60.4	
February.														
1		1 49.6	0 84.5	1 48.4	0 82.5	1 46.0	0 77.4	1 41.4	0 71.0	1 37.2	0 66.0	1 32.6	0 61.0	
2	0 86.4	1 53.6	0 84.2	1 49.6	0 82.2	1 46.6	0 77.4	1 45.4	0 71.0	1 41.4	0 66.0	1 37.0	0 61.0	
3	0 86.1	1 50.6	0 84.2	1 49.6	0 82.2	1 48.6	0 77.4		0 71.0		0 66.0		0 61.0	
4	0 86.2	1 53.0	0 84.2	1 52.0	0 82.2	1 48.6	0 77.4	1 44.4	0 71.0	1 40.2	0 66.0	1 36.2	0 61.0	
5	0 86.4	1 55.4	0 84.4	1 54.4	0 82.4	1 51.2	0 77.6	1 46.6	0 71.0	1 41.6	0 66.0	1 37.6	0 61.0	
6	0 87.2	1 55.7	0 85.2	1 54.3	0 83.2	1 51.1	0 78.4	1 46.3	0 71.4	1 41.7	0 66.4	1 37.7	0 61.4	
7	0 89.3		0 85.3		0 83.4		0 79.0		0 72.0		0 67.0		0 62.0	
8		1 55.0		1 53.0		1 49.6		1 45.2		1 40.6		1 36.6		1 33.0
9	0 87.4	1 55.0	0 85.4	1 53.0	0 83.5	1 50.0	0 79.4	1 46.0	0 72.0	1 42.0	0 67.0	1 37.6	0 62.0	1 33.6
10	0 88.0	1 54.4	0 86.0	1 52.4	0 84.1	1 49.6	0 79.6	1 45.4	0 72.0	1 41.4	0 67.0	1 37.4	0 62.0	1 33.2
11	0 88.2	1 53.2	0 86.2	1 51.2	0 84.2	1 48.2	0 80.0	1 44.0	0 73.0	1 40.0	0 67.4	1 35.6	0 62.4	1 31.4
12	0 88.2	1 51.2	0 86.2	1 49.0	0 84.3	1 46.0	0 80.0	1 42.2	0 73.0	1 38.4	0 67.4	1 34.4	0 62.4	
13	0 88.5	1 48.6	0 86.5	1 46.2	0 84.7	1 43.4	0 80.4	1 40.0	0 73.4	1 36.0	0 67.4	1 32.0	0 62.4	
14	0 88.5		0 86.5		0 84.7		0 80.4		0 73.4		0 67.4		0 62.4	
15		1 52.4		1 50.2		1 47.2		1 43.6		1 39.6		1 35.6		
16	0 88.2	1 56.0	0 87.2	1 54.2	0 85.4	1 51.0	0 81.4	1 46.6	0 74.0	1 42.4	0 68.0	1 38.0	0 63.0	
17	0 90.2	1 55.2	0 88.2	1 53.2	0 86.4	1 50.0	0 82.2	1 45.6	0 74.4	1 41.2	0 68.4	1 37.2	0 63.4	
18	0 90.1	1 56.0	0 88.2	1 54.1	0 86.2	1 50.4	0 82.4	1 46.2	0 74.4	1 42.2	0 68.4	1 38.2	0 63.4	
19	0 90.4	1 56.6	0 88.5	1 55.0	0 87.1	1 51.2	0 83.0	1 47.0	0 75.0	1 42.6	0 71.0	1 38.6	0 64.4	1 33.6
20	0 90.3	1 56.0	0 88.4	1 54.3	0 87.0	1 50.6	0 83.0	1 46.2	0 75.0	1 42.0	0 71.0	1 38.0	0 64.4	1 33.0
21	0 90.6		0 89.0		0 87.3		0 83.6		0 75.0		0 71.0		0 64.4	
22		1 53.0		1 51.0		1 47.2		1 43.0		1 39.0		1 35.0		
23	0 90.7	1 52.2	0 89.1	1 50.4	0 87.4	1 46.6	0 83.6	1 42.4	0 75.0	1 38.0	0 71.0	1 34.0	0 64.4	1 29.0
24	0 90.6	1 53.2	0 89.0	1 51.4	0 87.6	1 47.6	0 83.6	1 43.6	0 75.4	1 39.2	0 71.4	1 35.2	0 65.0	1 31.0
25	0 91.0	1 52.2	0 89.3	1 50.2	0 87.5	1 46.6	0 84.0	1 42.4	0 75.4	1 37.6	0 71.4	1 34.6	0 65.0	
26	0 91.4	1 48.6	0 89.7	1 46.4	0 88.2	1 43.4	0 84.4	1 39.0	0 77.0	1 34.4	0 72.4	1 30.4	0 66.0	
27	0 91.2	1 52.4	0 89.5	1 50.6	0 88.0	1 47.2	0 84.2	1 43.0	0 77.0	1 38.6	0 72.4	1 34.6	0 66.0	1 29.6
28	0 91.1		0 89.5		0 87.7		0 84.2		0 77.0		0 72.2		0 66.0	
March.														
1		1 48.4	0 89.4	1 46.4	0 87.6	1 43.0	0 84.0	1 38.6	0 77.0	1 34.0	0 72.4	1 30.0	0 66.0	1 25.0
2	0 91.1	1 42.6	0 88.7	1 40.6	0 87.2	1 37.4	0 83.4	1 33.2	0 77.0	1 29.0	0 72.4	1 25.0	0 66.0	1 20.0
3	0 90.4	1 43.4	0 88.7	1 41.4	0 87.2	1 38.4	0 83.4	1 34.0	0 77.0	1 28.6	0 72.4	1 25.6	0 66.0	1 20.6
4	0 90.4	1 40.1	0 88.7	1 38.1	0 87.2	1 35.1	0 83.2	1 31.0	0 77.0	1 26.4	0 72.4	1 22.4	0 66.0	1 17.4
5	0 89.7	1 36.2	0 88.2	1 34.2	0 88.6	1 31.6	0 82.5	1 27.2	0 77.0	1 22.6	0 72.4	1 18.6	0 66.0	1 13.6
6	0 90.2	1 40.0	0 88.5	1 38.0	0 87.0	1 35.2	0 82.7	1 30.6	0 77.0	1 26.2	0 72.4	1 22.2	0 66.0	1 17.2
7	0 89.6	1 44.6	0 88.3		0 86.5		0 82.4		0 80.0		0 75.0		0 70.0	
8				1 43.0		1 40.2		1 35.4		1 31.0		1 27.0		1 22.0
9	0 89.6	1 50.0	0 88.3	1 48.4	0 86.5	1 45.6	0 82.6	1 40.6	0 80.0	1 36.0	0 75.0	1 32.0	0 70.0	1 27.0
10	0 90.1	1 47.6	0 88.6	1 46.4	0 87.0	1 43.6	0 83.2	1 38.2	0 80.0	1 33.6	0 75.0	1 29.6	0 70.0	1 24.6
11	0 90.1	1 48.6	0 88.7	1 47.4	0 87.1	1 44.6	0 83.2	1 39.4	0 80.0	1 35.6	0 75.0	1 31.6	0 70.0	1 26.6
12	0 89.6	1 50.6	0 88.3	1 49.6	0 86.5	1 46.6	0 82.6	1 41.4	0 80.0	1 37.4	0 75.0	1 33.4	0 70.0	1 29.0
13	0 89.7	1 51.0	0 88.4	1 50.0	0 86.7	1 47.2	0 82.7	1 41.6	0 80.0	1 38.0	0 75.0	1 34.0	0 70.0	1 29.0
14														
15	0 89.7	1 54.0	0 88.4	1 53.0	0 86.7	1 50.0	0 82.7	1 44.6	0 80.0	1 41.0	0 75.0	1 37.0	0 70.0	

COMPARATIVE PRICES—Continued.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Foot.	
	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
March—Con.														
16.....	0 90.2	1 53.2	0 88.6	1 52.2	0 87.0	1 49.6	0 83.0	1 44.0	0 80.0	1 40.	0 75.0	1 35.0	0 70.0	1 31.6
17.....	0 90.1	1 51.2	0 88.5	1 50.2	0 87.0	1 47.4	0 82.7	1 42.0	0 80.0	1 37.6	0 75.0	1 33.6	0 70.0	1 29.0
18.....	0 90.4	1 53.0	0 89.0	1 52.2	0 87.4	1 49.0	0 83.2	1 43.4	0 80.0	1 39.2	0 75.0	1 35.2	0 70.0	
19.....	0 90.7	1 52.2	0 89.3	1 51.6	0 87.6	1 48.4	0 83.4	1 42.6	0 80.4	1 38.4	0 75.4	1 34.4	0 70.4	
20.....	0 90.5	1 52.0	0 89.1	1 51.4	0 87.4	1 48.4	0 83.2	1 42.4	0 80.4	1 38.6	0 75.4	1 34.6	0 70.4	
21.....	0 90.6		0 89.1		0 87.4		0 83.6		0 80.4		0 75.4		0 70.4	
22.....				1 48.2		1 45.2		1 39.2		1 34.6		1 30.6		
23.....	0 91.0	1 51.4	0 89.4	1 50.2	0 88.0	1 47.2	0 84.0	1 42.2	0 81.0	1 37.2	0 76.0	1 33.2	0 71.0	
24.....	0 90.5	1 51.2	0 88.7	1 50.0	0 87.2	1 47.0	0 83.4	1 42.0	0 81.0	1 37.0	0 76.0	1 33.0	0 71.0	
25.....	0 90.5	1 50.0	0 88.7	1 49.0	0 87.2	1 46.2	0 83.4	1 41.2	0 81.0	1 36.2	0 76.0	1 32.2	0 71.0	
26.....	0 90.6	1 46.6	0 88.7	1 45.6	0 87.4	1 43.0	0 83.4	1 38.0	0 81.0	1 33.0	0 76.0	1 29.0	0 71.0	
27.....	0 90.5	1 45.7	0 88.7	1 45.0	0 87.3	1 42.1	0 83.7	1 37.1	0 81.0	1 32.1	0 76.0	1 25.1	0 71.0	
28.....	0 90.4		0 88.6		0 87.2		0 83.6		0 81.0		0 76.0		0 71.0	
29.....		1 47.4		1 46.6		1 44.0		1 38.6		1 34.6		1 29.6		1 25.6
30.....	0 89.6	1 50.2	0 87.7	1 49.4	0 86.1	1 46.6	0 82.7	1 41.6	0 81.0	1 38.0	0 76.0	1 33.4	0 71.0	1 25.4
31.....	0 88.5	1 49.4	0 86.6	1 48.6	0 85.0	1 46.0	0 81.6	1 41.0	0 80.0	1 37.2	0 75.0	1 32.6	0 70.0	1 27.6
April.														
1.....	0 89.3	1 49.6	0 87.4	1 49.0	0 85.6	1 46.2	0 82.3	1 41.2	0 80.0	1 37.4	0 75.0	1 33.0	0 70.0	1 25.0
2.....	0 90.0		0 88.1		0 86.3		0 82.7		0 80.0		0 75.0		0 70.0	
3.....	0 90.0	1 50.7	0 88.2	1 50.1	0 86.3	1 47.4	0 82.7	1 42.4	0 80.0	1 38.4	0 75.0	1 34.4	0 70.0	1 29.0
4.....	0 89.6		0 88.0		0 86.1		0 83.1		0 80.0		0 75.0		0 70.0	
5.....		1 52.2		1 51.5		1 48.6		1 43.6		1 38.6		1 35.6		
6.....	0 89.2	1 52.1	0 87.3	1 51.5	0 85.4	1 48.4	0 82.4	1 44.0	0 80.0	1 40.0	0 75.0	1 36.0	0 70.0	
7.....	0 88.6	1 50.4	0 87.0	1 50.0	0 85.1	1 46.7	0 82.0	1 41.7	0 79.0	1 38.3	0 74.0	1 34.3	0 69.0	
8.....	0 89.3	1 49.2	0 87.4	1 48.4	0 85.5	1 45.3	0 82.4	1 40.5	0 79.0	1 37.3	0 74.0	1 33.3	0 69.0	
9.....	0 89.2	1 51.0	0 87.3	1 50.1	0 85.4	1 47.2	0 82.3	1 42.2	0 78.0	1 39.0	0 73.0	1 35.0	0 68.0	
10.....		1 50.7		1 50.0		1 47.1		1 42.1		1 38.7		1 34.7		
11.....	0 89.5		0 87.6		0 85.7		0 82.5		0 78.0		0 73.0		0 68.0	
12.....		1 52.0		1 51.1		1 48.2		1 43.2		1 40.0		1 36.0		
13.....	0 89.2	1 52.4	0 87.2	1 51.4	0 85.4	1 48.4	0 82.1	1 43.4	0 78.0	1 40.2	0 73.0	1 36.2	0 68.0	
14.....	0 89.5	1 55.5	0 87.5	1 54.5	0 85.7	1 51.7	0 82.6	1 46.5	0 78.0	1 43.7	0 73.0	1 39.7	0 68.0	
15.....	0 90.0	1 56.4	0 88.0	1 55.4	0 86.2	1 52.6	0 83.2	1 47.6	0 78.0	1 44.6	0 73.0	1 40.6	0 68.0	
16.....	0 89.2	1 57.7	0 87.2	1 56.7	0 85.4	1 54.1	0 82.4	1 49.1	0 78.0	1 46.1	0 73.0	1 42.1	0 68.0	
17.....	0 89.4	1 58.0	0 87.4	1 57.2	0 85.7	1 54.6	0 82.7	1 49.6	0 78.0	1 46.4	0 73.0	1 42.4	0 68.0	
18.....	0 89.4		0 87.4		0 85.6		0 82.5		0 78.0		0 73.0		0 68.0	

19	0 89.4	1 60.5	1 59.4	0 87.5	1 57.2	0 82.7	1 51.6	0 78.0	1 49.0	0 73.0	1 45.0	0 68.0
20	0 90.1	1 57.7	1 57.0	0 88.0	1 54.6	0 83.1	1 50.0	0 78.0	1 46.4	0 73.0	1 42.4	0 68.0
21	0 91.3	1 58.3	1 57.0	0 89.3	1 54.4	0 84.4	1 50.0	0 78.4	1 46.4	0 73.4	1 42.4	0 68.4
22	0 91.1	1 61.2	1 59.5	0 89.1	1 57.3	0 84.2	1 52.5	0 78.4	1 48.5	0 73.4	1 44.5	0 68.4
23	0 91.1	1 63.7	1 62.2	0 89.2	1 60.0	0 84.2	1 55.2	0 78.4		0 73.4		0 68.4
24	0 91.7			0 90.0		0 84.7		0 78.4		0 73.4		0 68.4
25		1 63.5	1 61.6		1 59.4							
26	0 91.7	1 61.2	1 59.1	0 89.7	1 56.4	0 84.6		0 78.4		0 73.4		0 68.4
27	0 91.2	1 63.2	1 61.2	0 89.2	1 58.6	0 84.2		0 78.0		0 73.0		0 68.0
28	0 90.6	1 63.0	1 60.7	0 88.7	1 58.5	0 83.6		0 78.0		0 73.0		0 68.0
29	0 90.5	1 62.1	1 60.0	0 88.6	1 57.6	0 83.4	1 52.2	0 78.0	1 47.2	0 73.0	1 43.2	0 68.0
30												
May.												
1	0 90.3	1 63.0	1 60.6	0 88.5	1 58.4	0 83.4	1 53.2	0 78.0	1 48.0	0 73.0	1 43.4	0 68.0
2	0 91.1			0 89.3		0 83.6		0 78.0		0 73.0		0 68.0
3												
4	0 91.7	1 64.0	1 61.6		1 59.2	0 84.4			1 49.0	0 73.3	1 44.6	
5	0 92.1	1 64.4	1 62.0	0 90.1	1 57.2	0 85.0	1 50.4	0 79.0		0 74.0		0 68.6
6	0 92.4	1 62.0	1 60.3	0 90.3	1 56.0	0 85.5	1 49.0	0 79.0		0 74.0		0 69.0
7	0 92.6	1 59.0	1 56.0	0 90.6	1 53.0	0 85.6	1 46.6	0 79.0	1 40.6	0 74.0	1 35.6	0 69.0
8	0 92.6	1 59.0	1 56.0	0 90.7		0 85.6		0 79.2		0 74.0		0 69.0
9	0 93.1			0 91.2		0 86.1				0 74.0		0 69.0
10		1 58.4	1 55.4		1 52.0		1 45.4		1 40.0		1 35.0	
11	0 94.0	1 62.4	1 59.4	0 92.2	1 56.0	0 87.1	1 51.2	0 79.4	1 45.2	0 74.4	1 40.2	0 69.4
12	0 93.3	1 61.0	1 58.0	0 91.5	1 54.4	0 86.4	1 50.0	0 79.4	1 45.0	0 74.4	1 40.0	0 69.4
13	0 94.0	1 60.2	1 57.2	0 92.2	1 54.0	0 87.0	1 50.2	0 79.4	1 44.2	0 74.4	1 39.2	0 69.4
14	0 94.3	1 58.1	1 55.1	0 92.5	1 52.1	0 87.3	1 48.1	0 80.0	1 42.5	0 75.0	1 37.5	0 70.0
15	0 94.2	1 59.1	1 56.1	0 92.4	1 53.1	0 87.2	1 49.1	0 80.0	1 43.4	0 75.0	1 38.4	
16	0 95.0			0 93.1		0 88.0		0 80.0		0 75.0		0 70.0
17		1 60.4	1 57.4		1 55.0		1 50.4		1 45.0		1 40.0	
18	0 94.7	1 58.4	1 55.4	0 92.7	1 52.4	0 87.7	1 48.4	0 80.0	1 43.6	0 75.0	1 39.6	0 70.0
19	0 97.6	1 58.6	1 55.6	0 93.6	1 52.6	0 88.6	1 48.6	0 80.4	1 43.6	0 75.4	1 39.6	0 70.4
20	0 96.5	1 58.7	1 55.7	0 94.5	1 53.3	0 89.5	1 49.3	0 80.4	1 43.7	0 75.4	1 39.7	0 70.4
21	0 95.4	1 58.7	1 55.7	0 93.6	1 53.1	0 88.4	1 49.1	0 80.4	1 43.7	0 75.4	1 39.7	0 70.4
22	0 94.5	1 58.0	1 55.0	0 92.7	1 52.4	0 87.5	1 08.4	0 80.4	1 48.0	0 75.4	1 39.0	0 70.4
23	0 95.2			0 93.4		0 88.2		0 80.4		0 75.4		0 70.4
24												
25		1 58.0	1 55.0		1 52.4		1 48.4		1 43.0		1 39.0	0 70.4
26	0 94.6	1 55.3	1 52.3	0 93.0	1 49.5	0 87.6	1 45.7	0 80.4	1 39.7	0 75.4	1 34.7	0 70.4
27	0 95.0	1 53.5	1 50.5	0 93.3	1 47.5	0 88.0		0 80.4	1 37.5	0 75.4	1 33.5	0 70.4
28	0 95.6	1 52.5	1 49.5	0 93.7	1 45.3	0 88.4	1 41.3	0 80.4	1 34.3	0 75.4	1 29.3	0 70.4
29	0 94.6		1 46.2	0 93.1	1 42.6	0 88.0	1 38.6	0 80.4	1 31.6	0 75.4	1 26.0	0 70.4
30	0 94.5			0 93.2		0 88.0		0 80.4		0 75.4		0 70.4
31		1 44.2	1 41.2		1 37.6		1 36.6		1 28.2		1 23.2	
June.												
1	0 94.6	1 44.0	1 38.2	0 93.3	1 35.0	0 87.7	1 31.0	0 80.4	1 25.0	0 75.4		0 70.4
2	0 95.2	1 37.4	1 35.4	0 93.6	1 31.4	0 88.1	1 27.4	0 80.4	1 21.4	0 75.4	1 16.4	0 70.4
3												

COMPARATIVE PRICES—Continued.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Feed.	
	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915
June—Con.														
4.	\$ cts. 0 95.1	\$ cts. 1 38.4	\$ cts. 0 93.5	\$ cts. 1 37.0	\$ cts. 0 91.6	\$ cts. 1 32.4	\$ cts. 0 87.6	\$ cts. 1 28.4	\$ cts. 0 80.4	\$ cts. 1 22.0	\$ cts. 0 75.4	\$ cts. 1 17.0	\$ cts. 0 70.4	\$ cts. 0 70.4
5.	0 95.6	1 35.6	0 94.4	1 34.2	0 92.2	1 30.2	0 88.2	1 25.6	0 80.4	1 19.2	0 75.4	1 14.2	0 70.4	0 70.4
6.	0 96.0		0 94.6		0 92.6		0 88.4		0 80.4		0 75.4		0 70.4	0 70.4
7.		1 28.0		1 26.4		1 22.4		1 18.4		1 12.0		1 07.0		
8.	0 95.7	1 29.5	0 94.5	1 27.7	0 92.6		0 88.3	1 19.7	0 80.4		0 75.4		0 70.4	0 70.4
9.	0 95.2	1 25.0	0 94.1	1 22.3	0 92.2	1 18.7	0 87.7	1 15.3	0 80.4		0 75.4		0 70.4	0 70.4
10.	0 94.6	1 20.4	0 93.5	1 18.0	0 92.0	1 15.0	0 87.4	1 10.4	0 80.4	1 03.4	0 75.4	0 95.4	0 70.4	0 70.4
11.	0 94.1	1 21.4	0 92.7	1 19.0	0 91.1	1 16.0	0 86.7	1 11.4	0 80.4	1 04.4	0 75.4	0 99.4	0 70.4	0 70.4
12.	0 92.5	1 22.0	0 91.3		0 89.5	1 17.4	0 85.3	1 13.0	0 80.0	1 06.0	0 75.0	1 01.0	0 70.0	0 70.0
13.	0 93.0		0 91.6		0 90.0		0 85.6		0 80.0		0 75.0		0 70.0	0 70.0
14.		1 21.0		1 18.2		1 15.2		1 10.6		1 03.6		0 98.6		
15.	0 93.3	1 18.2	0 92.2		0 90.3		0 86.1	1 08.0	0 80.0	1 01.0	0 75.0	0 96.0	0 70.0	0 70.0
16.	0 92.6		0 91.4		0 89.3		0 85.3	1 10.0	0 80.0	1 03.0	0 75.0	0 98.0	0 70.0	0 70.0
17.	0 92.1		0 91.0		0 89.0	1 14.0	0 85.1	1 10.0	0 80.0	1 02.4	0 75.0	0 97.4	0 70.0	
18.	0 91.1		0 90.0	1 18.2	0 88.1	1 16.4	0 84.2	1 12.4		1 05.4				
19.	0 92.0	1 20.6	0 90.6	1 18.0	0 88.6	1 15.6	0 85.2	1 11.6		1 04.6				
20.	0 91.6		0 90.4		0 88.6		0 85.0							
21.		1 18.6		1 16.0		1 13.6		1 09.6		1 02.6		0 98.4		
22.	0 90.2	1 19.4	0 89.1		0 87.3		0 83.3	1 10.4		1 03.4				
23.	0 88.6	1 24.0	0 87.5	1 20.6	0 85.7		0 80.7	1 15.0		1 07.4				
24.	0 89.5	1 27.2	0 88.4	1 24.2	0 87.0	1 19.6	0 82.7							
25.	0 89.5	1 29.4	0 88.3	1 26.2	0 86.7	1 22.0	0 82.5	1 20.0		1 13.0				
26.	0 88.3	1 30.0	0 87.1	1 27.0	0 85.5	1 22.4								
27.	0 88.6		0 87.4		0 86.0									
28.		1 32.4		1 29.4		1 25.4								
29.	0 88.4	1 29.6	0 87.2	1 26.6	0 85.5	1 23.0		1 19.4						
30.	0 88.0	1 28.2	0 86.6	1 25.3	0 85.0	1 21.4	0 81.0	1 18.0						
July.														
1.														
2.	0 89.6	1 32.6	0 88.4	1 29.6	0 86.4	1 25.6								
3.	0 89.6	1 31.2	0 88.4	1 28.2	0 86.4	1 24.2								
4.	0 89.7		0 88.4		0 86.5									
5.		1 28.4		1 25.4		1 21.0		1 17.0						
6.	0 90.2	1 29.0	0 88.6	1 26.0	0 87.0	1 21.0								
7.	0 90.2	1 30.0	0 88.4	1 27.2		1 22.0								

SESSIONAL PAPER No. 10d

8	0 90.0	1 34.0	0 88.2	1 31.4	0 86.2	1 26.0	0 82.2	0 77.0	1 18.0	1 10.0		
9	0 90.5	1 37.4	0 89.0	1 35.0		1 30.0						
10	0 90.1	1 31.2	0 88.3	1 31.6	0 86.2	1 26.2						
11	0 90.2		0 88.2				0 82.2					
12		1 35.3		1 32.7		1 27.7						
13	0 89.2	1 36.6	0 87.0	1 33.6	0 85.2	1 28.6	0 81.2					
14	0 88.0	1 37.7	0 85.4	1 34.7	0 84.0	1 30.1	0 80.0					
15	0 88.0	1 38.4	0 85.6	1 35.5	0 84.2	1 30.6	0 80.0					
16	0 89.3	1 38.4	0 87.3	1 35.5	0 85.3	1 30.7	0 81.3					
17	0 89.6	1 39.4	0 87.4	1 36.5	0 85.6	1 31.7	0 81.6					
18	0 89.5		0 87.3		0 85.5		0 81.5		1 18.0	1 10.0		
19		1 40.0		1 37.0		1 32.6						
20	0 89.7	1 37.0	0 87.7	1 33.0	0 86.0	1 28.1	0 81.7					
21	0 90.5	1 34.4	0 88.3	1 31.4	0 86.5	1 26.4	0 82.5					
22	0 91.0	1 36.4	0 89.0	1 33.4		1 28.6						
23	0 91.6	1 37.0	0 89.6	1 34.0		1 29.3						
24	0 91.5	1 39.2	0 89.5	1 36.2	0 86.5	1 31.4	0 83.5					
25	0 92.7		0 90.7		0 87.7		0 8.47					
26		1 37.0		1 34.0		1 29.2						
27	0 92.0	1 36.4	0 89.4	1 33.4	0 86.2	1 28.6	0 82.0					
28	0 96.4	1 32.6	0 94.0	1 29.6	0 91.0	1 24.6						
29	0 94.0	1 27.4	0 91.4	1 24.4	0 88.0	1 19.4						
30	0 99.1	1 27.4	0 98.1	1 24.4	0 92.0	1 19.4	0 84.0					
31	0 95.4	1 27.0	0 94.0	1 24.0		1 19.0						
August.												
1	0 97.7		0 94.7		0 92.7		1 11.0		1 00.0		0 98.0	
2		1 28.4		1 25.4		1 21.0					1 00.0	
3	0 98.4	1 28.4	0 96.4	1 26.0	0 91.2	1 21.0						
4	1 01.0	1 31.0	0 99.0	1 29.0	0 94.0	1 23.0	1 14.0		1 07.0			
5	1 07.0	1 32.0	1 05.0	1 30.0	1 00.0	1 25.0	1 16.0		1 07.0			
6	1 09.2	1 32.0	1 07.2	1 30.0	1 03.2	1 26.0	1 18.0		1 10.0			
7	1 13.4	1 32.4	1 11.4	1 30.4	1 08.0	1 27.0	1 18.0					
8	1 09.4		1 07.4		1 04.0							
9												
10		1 32.4		1 31.0		1 28.0	1 18.0					
11	1 11.5	1 32.6	1 09.5	1 31.2	1 04.5	1 28.4	1 18.4		1 10.0		1 02.0	
12	1 10.3	1 34.0	1 08.3	1 32.0	1 02.7	1 28.4	1 18.4					
13			1 06.6	1 32.4	1 01.2		1 18.4					
14			1 03.2	1 29.0	0 98.0	1 26.4	1 15.0		1 09.0			
15	1 03.4		1 01.6		0 97.0							
16				1 25.0		1 25.0	1 15.0					
17	1 02.4		1 00.8	1 08.6	0 96.0	1 06.6						
18	1 04.6	1 08.2	1 02.6	1 06.2	0 98.6							
19	1 09.3	1 06.4	1 07.3	1 04.4	1 03.1							
20	1 06.2	1 03.0	1 04.0	1 01.0	1 00.0							
21	1 05.6	1 00.5	1 03.6	0 98.5	0 99.4							
22	1 08.0		1 05.6		1 01.4							
23		0 99.2		0 97.2								
24	08.6	098.0	1 07.0	0 96.0	1 02.6							

COMPARATIVE PRICES—Continued.

Month.	1 Nor.		2 Nor.		3 Nor.		No. 4.		No. 5.		No. 6.		Feed.	
	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915
August— Con.														
25.....	\$ 13.2	\$ 00.0	\$ 11.2	\$ 98.0	\$ 07.2		\$ 02.7		\$ cts.		\$ cts.		\$ cts.	
26.....	1 16.7	0 99.3	1 14.7	0 97.3	1 11.7		1 02.7							
27.....	1 15.4	0 96.4	1 13.4	0 94.4	1 10.4		1 01.4		0 93.4					
28.....	1 12.6	0 96.6	1 10.6	0 94.6	1 08.2		0 99.6		0 91.6					
29.....	1 12.7		1 10.7		1 08.3		0 99.7		0 91.7					
30.....		0 94.2		0 92.2					0 94.7					
31.....	1 15.3	0 94.4	1 13.7	0 92.4	1 11.3		1 02.7							

SESSIONAL PAPER No. 10d

The following table exhibits the Monthly Range of No. 1 Northern Cash Wheat, in store at Fort William, for the undermentioned crop years:—

Months.	1914-15.	1913-14.	1912-13	1911-12	1910-11.	1909-10.	1908-09.	1907-08.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
September.....	1 06 1 20·2	0 82·2 0 89·6	0 88 1 05·6	0 98·2 1 02	0 97·6 1 06·2	0 94·3 1 01·4	0 96·6 1 05	0 97·5 1 05·7
October.....	1 04·1 1 17·6	0 78 0 82·5	0 88 0 93·4	0 98 1 02	0 91·6 1 00·2	0 94·4 0 99·5	0 97 1 00	1 03·5 1 15·2
November.....	1 14·6 1 21·1	0 80·5 0 85·4	0 78·4 0 87·4	0 94·6 0 99·4	0 88·4 0 95·2	0 95·4 1 00	0 99 1 03·3	0 94·2 1 05·7
December.....	1 15·5 1 22·4	0 81·5 0 84·4	0 78·4 0 82·5	0 93 0 96·2	0 89·4 0 91·2	0 95 1 02·6	0 97 1 00·2	1 00 1 06·7
January.....	1 26·6 1 45·4	0 83·4 0 86·5	0 81·4 0 84·2	0 93·4 0 97	0 92 0 95·6	1 01·6 1 05	0 98·2 1 00·4	1 04 1 09·6
February.....	1 48·6 1 56·6	0 86·1 0 91·4	0 83 0 85·6	0 96 0 98·4	0 88 0 93	1 01·4 1 03·6	1 00·4 1 12·3	1 03 1 10·4
March.....	1 36·2 1 54	0 88·5 0 91·1	0 84·4 0 86·4	0 97·6 0 99·6	0 88·2 0 91·2	1 02·4 1 05·5	1 07 1 13·6	1 06·2 1 11·4
April.....	1 49·2 1 63·7	0 88·6 0 91·7	0 87·5 0 93·6	0 99·6 1 05	0 87 0 94·2	0 98·4 1 05·6	1 14·6 1 25·2	1 01 1 11·2
May.....	1 44·2 1 64·4	0 90·3 0 96·5	0 91·3 0 95	1 02·6 1 05·2	0 93·4 0 96·2	0 88·4 1 00·1	1 20 7 1 28·3	1 10·3 1 14·2
June.....	1 18·2 1 41	0 88·6 0 96	0 93·6 0 99·4	1 03·4 1 09·4	0 95·2 0 99·2	0 87·4 1 01·6	1 26 1 35·7	1 00 1 10
July.....	1 27 1 40	0 88 0 99·1	0 95 0 99	1 05·4 1 09·4	0 95·2 0 97·2	1 00·7 1 17·4	1 22 1 33·6	1 00·7 1 07
August.....	0 94·2 1 34	0 97·7 1 16·7	0 87·2 0 98	1 04·4 1 07	0 96 1 01·5	1 03·6 1 11·2	0 98 1 16	1 00 1 11·6
Year.....	0 94·2 1 64·4	0 78 1 16·7	0 78·4 1 05·6	0 93 1 09·4	0 87 1 06·2	0 87·4 1 17·4	0 95·6 1 35·7	0 94·2 1 15·2

The following table exhibits the yearly range of No. 1 Northern Cash Wheat, in store at Fort William, for the undermentioned crop years:—

Crop Year.	Months of Lowest Prices.	Yearly Range of Prices.	Months of Highest Prices.
		\$ cts. \$ cts.	
1914-1915	Aug., 1915	0 94·2 1 64·4	May, 1915
1913-1914	Oct., 1913	0 78 1 16·7	Aug., 1914
1912-1913	Nov. & Dec., 1912	0 78·4 1 05·6	Sept., 1912
1911-1912	Dec., 1911	0 93 1 09·4	July, 1912
1910-1911	April, 1911	0 87 1 06·2	Sept., 1910
1909-1910	June, 1910	1 87·4 1 17·4	July, 1910
1908-1909	Sept., 1908	0 96·6 1 35·7	June, 1909
1907-1908	Nov., 1907	0 94·2 1 15·2	Oct., 1907

PRICES AT TERMINAL POINTS IN NORTH AMERICA.

Market and Grade.	SEPTEMBER, 1914.					OCTOBER, 1914.				
	5	12	19	26		3	10	17	24	31
	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg, Cash close—										
1 Nor. Wheat	1 18.2	1 12	1 12.5	1 08.7		1 06.3	1 09.5	1 16.2	1 17.4	1 17
2 "	1 15.4	1 09	1 09.2	1 05.3		1 03	1 05.6	1 12	1 13.4	1 13.5
3 "	1 13.6	1 05.4	1 04.2	1 00.3		0 98	1 00.6	1 07	1 08.4	1 06.5
2 C.W. Oats	0 55.4	0 50.2	0 50.6	0 49.6		0 48.6	0 51.4	0 54.4	0 55.6	0 55.2
3 "	0 54.4	0 49.2	0 49.6	0 48.6		0 47	0 48	0 50.4	0 52.6	0 53.2
2 Feed Oats		0 48.2	0 47.6				0 47			
Barley	0 67	0 59—0 65	0 58—0 65	0 62—0 67			0 61.4—0 66.4	0 61.4—0 68.4	—0 69.4	0 65—0 69.4
Flax	1 36	1 31	1 28.4	1 23.2		1 15.4	1 15	1 14	1 10	1 11.2
Duluth, Cash close—										
1 Nor. Wheat	1 21.2	1 12.6	1 12.4	1 07.7		1 07.4	1 09.1	1 14.2	1 15.2	1 15
2 "	1 19.2	1 08.6	1 08.4—1 09.4	1 04.7		1 04.4	1 06.1	1 11.2	1 12.2	1 12
3 "										
3 White Oats	0 50.5	0 47.0	0 47.2	0 45.5		0 45		0 45.5	0 47	0 45.3
Barley	0 63—0 74			0 45—0 60		0 44—0 62	0 47—0 63	0 49—0 65	0 53—0 68	0 55—0 67
Flax	1 56.4	1 58.4	1 49	1 43.4—1 44		1 37	1 35.2	1 37.	1 31.6	1 34.2
Milwaukee, Cash close—										
1 Nor. Bluestem	1 28—1 30	1 18 —1 20	1 13 —1 14	1 09—1 10		1 07—1 08	1 08.4—1 09.4	1 11 —1 12	1 15 —1 16	1 15 —1 16
2 "	1 22 —1 27	1 15 —1 17	1 07 —1 12	1 05—1 08		1 04.4—1 05.4	1 05 —1 07	1 07 —1 08.4	1 11 —1 13	1 11 —1 13
3 White Oats	0 51.2—5 1.6	0 48.2—0 48.4	0 48.2—0 48.6	0 47—0 47.2		0 46.2—0 46.4	0 45 —0 45.4	0 45.6—0 46.2	0 48.4—0 48.6	0 47 —0 47.2
1 Nor. Flax	1 55.4—1 60.4	1 49 —1 54	1 46.4—1 51.4	1 43—1 45		1 33.4—1 38	1 32.2—1 34.2	1 33.4—1 35.4	1 28.6—1 31.6	1 31.2—1 34.2
No. 3 Barley	0 76 —0 78	0 72 —0 76	0 68 0 73—	0 66 —0 72		0 65 —0 70	0 65 —0 71	0 66 —0 72	0 70 —0 76	0 66 —0 72
Medium Barley	0 78 —0 79	0 77 —0 78	0 74 0 75—	0 72 —0 73		0 71 —0 73	0 72 —0 73	0 74 —0 75	0 76 —0 77	0 72 —0 75
Rejected Barley	0 69 —0 72	0 65 —0 69	0 63—0 65—	0 57 —0 62		0 51 —0 55	0 54 —0 58	0 56 —0 61	0 60 —0 68	0 58 —0 64
Kansas City, Cash close—										
2 H. Winter Wheat	1 12 —1 14.4	1 03 —1 06	1 04.4—1 06	0 98 —0 99		0 98 —0 98.4	0 99.4—1 00.4	1 04 —1 05	1 07 —1 07.4	1 07 —1 08.4
3 H. "	1 10 —1 14	1 02 —1 05	1 03 —1 04.4	0 96 —0 98		0 95 —0 98	0 97.4—0 99	1 02 —1 03.4	1 06 —1 06.4	1 06 —1 07
4 H. "	1 08 —1 11	0 98	1 00.4—1 03	0 94 —0 96		0 93.4—0 95.4	0 94.4—0 96	0 98 —1 02	1 05 —1 06	1 04 —1 05
2 Red Winter Wheat	1 13	1 06	1 05.4	0 98 —0 99		0 98 —0 98.4	1 00 —1 00.4	1 04.4—1 05	1 08 —1 08.6	1 07
3 "	1 11	1 04 —1 05	1 03 —1 04	0 96.4—0 98		0 95 —0 96	0 96.4—0 98.4	1 04 —1 04	1 07 —1 08	1 05.4—1 06
4 "	1 08	1 02 —1 04	1 01	0 94 —0 96		0 94	0 94.4—0 96.4	1 00 —1 01	1 04 —1 06	1 02 —1 05

[illegible]

PRICES AT TERMINAL POINTS IN NORTH AMERICA—Continued.

Market and Grade.	NOVEMBER, 1914.					DECEMBER, 1914.				
	7	14	21	28	5	12	19	26		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
Winnipeg, Cash close—										
1 Nor. Wheat...	1 21.2	1 19.3	1 20.2	1 16.6	1 17.6	1 17.3	1 21.2	1 21.2		
2 " "	1 17.7	1 16.3	1 17.5	1 11	1 15	1 15	1 18.2	1 18.2		
3 " "	1 13	1 11.2	1 12.5	1 09.6	1 10.4	1 09.4	1 14	1 14		
2 C.W. Oats...	0 58	0 55.6	0 55.6	0 53	0 53	52.2	0 54	0 54		
3 " "	0 55.1	0 53	0 53.2	0 50	0 50	49.2	0 51	0 51		
2 Feed Oats...		1 28	1 20.2	1 23						
Barley...	0 66	0 71.66	0 69	0 63	0 62	58	0 63	0 63		
Flax...		1 28	1 30.2	1 23	1 26.1	1 28	1 33	1 33		
Duluth, Cash close—										
1 Nor. Wheat...	1 18.1	1 16.7	1 17.3	1 15.5	1 18	1 18.2	1 21.4	1 21.4		
2 " "	1 14.1	1 13.7	1 14.3	1 12.5	1 15	1 15.2	1 18.4	1 18.4		
3 " "										
3 White Oats...	0 47	0 46.3	0 46.6	0 44.4	0 46.2	0 46.7	0 47.4	0 47.4		
Barley...	0 56	0 54	0 54	0 56	0 53	0 52	0 54	0 54		
Flax...	1 48	1 50	1 47	1 45.4	1 50	1 53.4	1 59.6	1 59.6		
Milwaukee, Cash close—										
1 Nor. Bluestem...	1 16.4	1 17.4	1 18.4	1 16.4	1 19	1 20	1 22	1 22		
2 " "	1 13.4	1 15	1 16.4	1 13.4	1 17	1 17	1 19	1 19		
3 White Oats...	0 48	0 48.4	0 49.4	0 47.4	0 48.2	0 48	0 48.4	0 48.4		
1 Nor. Flax...	1 46.4	1 46.4	1 48.4	1 43	1 47.4	1 50.4	1 57.2	1 57.2		
No. 3 Barley...	0 67	0 74	0 74	0 68	0 66	0 67	0 68	0 68		
Medium Barley...	0 74	0 76	0 77	0 74	0 72	0 72	0 72	0 72		
Rejected Barley...	0 59	0 66.4	0 66	0 60	0 58	0 60	0 61	0 61		
Kansas City, Cash close—										
2 H. Winter Wheat...	1 08.4	1 09.4	1 08.4	1 06	1 09	1 10.4	1 14.4	1 14.4		
3 H. " "	1 07	1 08	1 07.4	1 04.4	1 08.4	1 09	1 14	1 14		
4 H. " "	1 04.4	1 06	1 06.4	1 03.4	1 07	1 08.4	1 12.4	1 12.4		
2 Red Winter Wheat...	1 08	1 08.4	1 09	1 06	1 09	1 10	1 15	1 15		
3 " "	1 07.4	1 05	1 07.4	1 05	1 08	1 09	1 13.4	1 13.4		
4 " "	1 03	1 05.4	1 05	1 04	1 06.4	1 08.4	1 12.4	1 12.4		

Chicago, Cash close—														
2 Red Winter Wheat	3	1 15.5—1 16	1 13.4—1 14.6	1 15 —1 15.5	1 16.4—1 17.2	1 16.71 18.31	20.7 —1 22.6—1	26.1—1 28.1						
“		1 14.4—1 15.4	1 12.4—1 13.6	1 13.6—1 14.4	1 15.6—1 16.4	1 16.1—1 17.5	1 20.3—1 22.2	1 25 —1 27.4						
2 Hard Winter Wheat	3	1 15.2—1 16.2	1 13.4—1 14.6	1 15 —1 15.5	1 16.6—1 17.4	1 17 —1 18.4	1 21.8—1 23	1 26.2—1 28						
3 Hard	1	1 14.4—1 15.4	1 12.4—1 13.6	1 13.6—1 14.4	1 15.6—1 17	1 16.2—1 17.6	1 20.5—1 22.4	1 25.2—1 27.6						
1 Nor. Wheat	2													
“	3													
2 White Oats	3	0 46.4—0 47	0 49.4—0 49.6	0 51 —0 51.2	0 48.2—0 48.4	0 49.4—0 49.5	0 50 —0 51.2	0 50.4—0 50.6						
“	3	0 47.6—0 48.2	0 48 —0 48.6	0 49.2—0 50.4	0 46.6—0 47.4	0 48 —0 48.6	0 48.6—0 49	0 48.2—0 49						
Barley		0 60 —0 77	0 61 —0 80	0 61 —0 80	0 60 —0 77	0 60 —0 74	0 61 —0 70	0 60 —0 72						
Minneapolis, Cash close—														
1 Nor. Wheat	2	1 14.6—1 17.6	1 14.6—1 16.4	1 15.7—1 18.3	1 13.2—1 15.6	1 16.5—1 19.5	1 16.2—1 19	1 19.4—1 22.4	1 24 —1 27.4					
“	2	1 11.6—1 15.6	1 11.2—1 14.2	1 12.3—1 16.3	1 09.2—1 13.6	1 13.1—1 17.5	1 12.6—1 17	1 16.2—1 20.4	1 21 —1 25.4					
“	3	1 05.6—1 13.6	1 06.2—1 12.4	1 07.3—1 14.3	1 07.2—1 11.6	1 09.5—1 15.5	1 90.6—1 15	1 13.6—1 19	1 18 —1 24					
Barley		0 53 —0 67	0 53 —0 68	0 53 —0 67	0 53 —0 65	0 53 —0 63	0 53 0 63	0 54 —0 64	0 56 —0 66					
Flax		1 46.4—1 48.4	1 46.4—1 50	1 45.4—1 48.4	1 43 —1 46	1 47.4—1 50.4	1 50—1 53.4	1 57.2—1 60.2	1 60.2—1 63.2					
Omaha, Cash close—														
2 H. Winter Wheat	3	1 07 —1 09	1 06 —1 08	1 07 —1 08.4	1 06 —1 08	1 09 —1 10.4	1 09.4—1 11	1 13.4—1 15.4	1 19 —120.4					
“	3	1 06 —1 08	1 05 —1 07	1 06 —1 07.4	1 05 —1 07	1 08 —1 09.4	1 08.4—1 10	1 12.4—1 15	1 18 —1 20					
3 White Oats	4	0 45.2—0 54.4	0 45 —0 45.2	0 45.4—0 45.6	0 41.4—0 44.6	0 44.6—0 45	0 44.6—0 45	0 45.2—0 47.4	0 46.6—0 47.2					
“	4	0 45 —0 45.2	0 45.6—0 45	0 45.2—0 45.4	0 44.2—0 44.4	0 44.4—0 44.6	0 44.2—0 44.4	0 44.6—0 45	0 46.2—0 46.6					
Malting Barley		0 66 —0 72	0 63 —0 73	0 61 —0 72	0 63 —0 70	0 60 —0 69	0 60 —0 69	0 60 —0 71	0 60 —0 70					
Feed Barley		0 50 —0 59	0 51 —0 61	0 50 —0 60	0 50 —0 58	0 50 —0 58	0 50 —0 58	0 50 —0 58	0 50 —0 58					
St Louis, Cash close—														
2 Red Winter Wheat	3	1 12.4—1 13.4	1 09 —1 10.4	1 13 —1 14	1 10.4—1 11.4	1 14 —1 15.6	1 15 —1 16	1 20 —1 20.4	1 23.4—1 25					
“	3	1 10.4—1 13	1 06.4—1 07.4	1 12 —1 13	1 09 —1 10.4	1 13 —1 13.4	1 14 —1 14.4	1 19 —1 20	1 23 —1 23.4					
2 Hard Winter Wheat	3	1 13 —1 15	1 11 —1 13	1 14 —1 15	1 12.4—1 14	1 15 —1 15.4	1 15.4—1 16.4	1 19.4—1 20.4	1 25					
“	3	1 12 —1 14	1 10 —1 13	1 13.4—1 14	1 11 —1 13	1 14 —1 15.4	1 15 —1 16.4	1 19 —1 20						
“	4													

6 GEORGE V, A. 1916

PRICES AT TERMINAL POINTS IN NORTH AMERICA—Continued.

		JANUARY, 1915.					FEBRUARY, 1915.				
Market and Grade.		2	9	16	23	30	6	13	20	27	
Winnipeg, Cash close—		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1 Nor. Wheat.	Holiday.		1 34	1 38.4	1 39.2	1 46.2	1 56.7	1 49.4	1 56.5	1 53	
2 "	"		1 29	1 35.4	1 36.2	1 45	1 55.2	1 47	1 55	1 51.2	
3 "	"		1 26.6	1 33	1 34.4	1 42.2	1 52	1 44	1 51.2	1 47.6	
2 C.W. Oats.	"		0 57	0 58.2	0 61	0 66.2	0 67.2	0 66	0 66.2	0 64	
3 "	"		0 54	0 55.2	0 58	0 63.2	0 64.2	0 63	0 63.2	0 61	
2 Feed Oats.	"										
Barley.	"		0 67	0 72.4	0 73	0 75	0 80	0 79	0 76	0 73	
Flax.	"		1 51	1 64.4	1 65	1 60	1 63.2	1 60		1 63	
Duluth, Cash close—											
1 Nor. Wheat.		1 27.1	1 34.3	1 37.6	1 39	1 45.3	1 53.3	1 46.4	1 53.6	1 51.4	
2 "		1 24.1	1 31.3	1 35.6	1 37	1 43.3	1 53.3	1 43.4	1 50.6	1 46.4	
3 "											
3 White Oats.		0 49.2	0 50.5	0 52.7	0 53.4	0 56.7	0 56.5	0 56.7	0 54.6	0 53.6	
Barley.		0 57	0 60	0 62	0 66	0 72	0 75	0 70	0 68	0 67	
Flax.		1 63.4	1 77.1	1 91	1 90.2	1 85	1 89	1 84.4	1 85	1 84.6	
Milwaukee, Cash close—											
1 Nor. Bluestem.		1 29.4	1 39	1 42	1 42	1 50			1 54	1 48	
2 "		1 27	1 37	1 39	1 39	1 47			1 52	1 45	
3 White Oats.		0 50.2	0 53.6	0 54	0 53.4	0 57.4			0 57.4	0 55.6	
1 Nor. Flax.		1 59.4	1 76.5	1 90	1 89.6	1 84			1 83	1 81.6	
No. 3 Barley.		0 70	0 72	0 73	0 76	0 84			0 81	0 78	
Medium Barley.		0 74	0 76	0 76	0 79	0 88			0 83	0 80	
Rejected Barley.		0 62	0 68	0 70	0 71	0 77			0 76	0 70	
Kansas City, Cash close—											
2 H. Winter Wheat.		1 22	1 33	1 38		1 44.4	1 60		1 55.4	1 47	
3 "		1 22	1 32	1 37		1 43.4	1 56.4		1 54.4	1 45.4	
4 "		1 21	1 31	1 36.4		1 42	1 55		1 51.4	1 43	
2 Red Winter.		1 24	1 33	1 38.4		1 45.4	1 59		1 55.4	1 46	
3 "		1 21	1 31.2	1 38		1 45	1 56.4		1 54.4	1 44	
4 Red Winter.		1 20	1 31	1 36		1 43	1 56		1 53.4	1 44	

Chicago, Cash close—														
2 Red Winter Wheat.....	1 27.6—1 29	1 36—1 39	1 40.4—1 42.3	1 43.3—1 44.4	1 48.4	1 51.4	1 63.2—1 65	1 50—1 58	1 59—1 62	1 49.6—1 52.6				
3 "	1 26.7—1 28.4	1 35.2—1 38.2	1 40—1 43	1 41.5—1 43.5			1 62.2—1 64.4	1 49—1 57	1 58.4—1 61.4	1 49—1 52				
2 Hard Winter Wheat.....	1 27.5—1 29.2	1 36—1 39	1 40—1 43	1 42.3—1 44.4	1 49.4	1 52.4	1 63.4—1 65	1 51—1 59	1 60—1 62.4	1 50.2—1 53.2				
3 "	1 27.1—1 28.6	1 35.2—1 38.2	1 39.4—1 42.4	1 41.5—1 43.5	1 48.4	1 51.4	1 62.2—1 64.4	1 50—1 58	1 59.4—1 61.6	1 49.6—1 52.6				
Nor. Wheat.....														
2 "		1 27—1 36					1 54—1 59							
3 "	0 49	0 54	0 54.2	0 54	0 54.4	0 59	0 58.4—0 59	0 60—0 60.4	0 58	0 56.2—0 56.6				
2 White Oats.....	0 49.6—0 50.4	0 52.6—0 53	0 53.4	0 53	0 53.6	0 58.4	0 58.4—0 59	0 59.6—0 59.6	0 56.6—0 57.4	0 55.2—0 56.2				
3 "	0 63	0 75	0 68—0 80	0 70—0 78	0 73—0 81	0 88	0 80—0 89	0 79—0 87	0 76—0 85	0 70—0 81				
Barley.....														
Minneapolis, Cash close—														
1 Nor. Wheat.....	1 25—1 29	1 32.4—1 37.4	1 34.4—1 40	1 36.5—1 42.1	1 43.5—1 49.1	1 52	1 56.4	1 45.3—1 49.3	1 50.7—1 54.7	1 44.7—1 49.3				
2 "	1 22—1 27	1 29.4—1 35.4	1 31.4—1 38	1 33.5—1 40.1	1 41.1—1 47.1	1 49.4	1 54	1 42.3—1 46.7	1 46.7—1 52.3	1 40.7—1 46.7				
3 "	1 19—1 25.4	1 26.4—1 34	1 26.4—1 36	1 29.1—1 38.1	1 37.5—1 44.5	1 45	1 51.4	1 38.3—1 44.3	1 44.7—1 49.7	1 36.7—1 44.3				
Barley.....	0 58—0 69	0 61—0 71	0 65—0 72	0 68—0 75	0 71—0 82	0 85	0 83	0 71—0 80	0 70—0 80	0 66—0 76				
Flax.....	1 59.4—1 63.4	1 76.5—1 78.5	1 90—1 92	1 89.6—1 92.6	1 81—1 87	1 87	1 90	1 82.4—1 85.4	1 83—1 86	1 81.6—1 84.6				
Omaha, Cash close—														
2 H. Winter Wheat.....	1 20—1 21.4	1 31—1 32		1 36—1 38.4	1 43.4—1 46.4	1 57.4—1 59	1 48—1 51	1 54.1—1 56	1 44—1 47.2					
3 H.	1 19—1 21	1 30—1 31.4		1 35.4—1 37.4	1 42.4—1 46	1 56.4	1 58.4	1 47—1 50	1 53.1—1 55	1 43.1—1 46.1				
No. 3 White Oats.....	0 47—0 47.4	0 51.2—0 51.4	0 51.6—0 52	0 52.2—0 52.4	0 54.2—0 54.4	0 55	0 55.2	0 55.2—0 55.4	0 54.2—0 54.4	0 52.6—0 53				
No. 4	0 46.6—0 47	0 50.6—0 51	51.2—51.60 0	0 51.6—0 52	0 51—0 54.4	0 54.6	0 55	0 54.6—0 55	0 54—0 54.2					
Malting Barley.....	0 61—0 70	0 65—0 72	0 61—0 73	0 67—0 74	0 75—0 80	0 80	0 83	0 76—0 81	0 73—0 79	0 70—0 77				
Feed Barley.....	0 51—0 58	0 55—0 63	0 55—0 66	0 60—0 68	0 67—0 73	0 73	0 70	0 66—0 74	0 63—0 69	0 63—0 68				
St. Louis, Cash close—														
2 Red Winter Wheat.....	1 27.4—1 28		1 43—1 43.4	1 39.4—1 40	1 49—1 50	1 61.4	1 62.2—1 51	1 53—1 53	1 57—1 58					
3 "	1 26.4—1 27.2		1 41	1 38.4—1 39.4	1 47—1 48				1 56—1 57					
2 Hard Winter Wheat.....	1 27.4—1 28		1 43—1 44	1 38.4—1 39.4	1 50	1 62		1 53—	1 58—1 63					
3 "	1 27—1 27.4			1 38—1 38.4	....	1 61.4		1 52—	1 59—1 60				
4 "					....								

PRICES AT TERMINAL POINTS IN NORTH AMERICA—Continued.

Market and Grade.	MARCH, 1915.					APRIL, 1915.				
	6	13	20	27	3	10	17	24		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg, Cash close—										
1 Nor. Wheat.....	1 40.4	1 51.4	1 52.4	1 46.2	1 51.2	1 51.2	1 58.5	1 64.2		
2 ".....	1 38.4	1 50.4	1 52	1 45.4	1 50.4	1 50.4	1 57.6	1 62.6		
3 ".....	1 35.6	1 47.6	1 49	1 43	1 48	1 47.4	1 55	1 60.4		
2 C. W. Oats.....	0 61.2	0 63.6	0 64.3	0 60	0 62	0 63.2	0 65.7	0 65.6		
3 ".....	0 58.2	0 61	0 62	0 59	0 60	0 60.6	0 63.4	0 62.6		
2 Feed Oats.....										
Barley.....	0 70 —0 75	0 72 —0 76.4	0 74 —0 79	0 70 —0 76	0 73 —0 77	0 70 —0 76	0 68 —0 74	0 67 —0 71		
Flax.....	1 62.4	1 80	1 74	1 74.6		1 74	1 78.6	1 79		
Duluth, Cash close—										
1 Nor. Wheat.....	1 41.2	1 52.4	1 54.4	1 48.6	1 53.5	1 52.2	1 60.4	1 65.2		
2 ".....	1 36. —1 38.2	1 45.4—1 48.4	1 47.4—1 50.4	1 41.6—1 44.2	1 46.5—1 49.5	1 45.2—1 48.2	1 53.4—1 56.4	1 58.2—1 61.2		
3 ".....										
3 White Oats.....	0 53	0 57.4	0 57.6	0 54.2—0 54.6	0 55. —0 55.4		0 55.7—0 56.4	0 55.6—0 56.5		
Barley.....	0 61 —0 72	0 67 —0 73	0 67 —0 73	0 64 —0 73	0 65 —0 74	0 60 —0 73	0 65 —0 76	0 67 —0 76		
Flax.....	1 84.2	2 01	1 94	1 93.4	1 93	1 92.4	1 98	1 95.2		
Milwaukee, Cash close—										
1 Nor. Bluestem.....	1 40 —1 42	1 54 —1 56	1 56 —1 57	1 50 —1 51	1 54 —1 55	1 55 —1 56	1 60 —1 61	1 62 —1 63		
2 ".....	1 37 —1 40	1 52 —1 53	1 53 —1 54	1 47. —1 49	1 51 —1 53	1 52 —1 54	1 57 —1 58	1 59 —1 61		
3 White Oats.....	0 52.2—0 55.4	0 59.4—0 60	0 59.4—0 60	0 56.4—0 57	0 56.6—0 57	0 57 —0 57.4	0 57.4—0 57.4	0 57.4—0 57.6		
1 Nor. Flax.....	1 81.2—1 84.6	1 97 —2 01	1 89.4—1 93.4	1 89 —1 92.4	1 88.4—1 92	1 88 —1 91.4	1 95 —1 97	1 91.6—1 93.6		
3 Barley.....	0 77 —0 81	0 83 —0 86	0 80 —0 83	0 75 —0 79	0 77 —0 80	0 77 —0 80	0 77 —0 80	0 78 —0 80		
Medium Barley.....	0 80 —0 82	0 84 —0 86	0 82 —0 84	0 80 —0 81	0 80 —0 81	0 80 —0 81	0 80 —0 81	0 80 —0 81		
Rejected Barley.....	0 69 —0 73	0 74 —0 78	0 74 —0 77	0 71 —0 73	0 71 —0 74	0 71 —0 75	0 73 —0 76	0 74 —0 77		
Kansas City, Cash close—										
2 H. Winter Wheat.....	1 39	1 55 —1 56	1 53	1 43.4—1 46	1 49	1 50 —1 51	1 54.4—1 55.4	1 56.4		
3 ".....	1 38 —1 40	1 52 —1 55	1 51.4—1 53	1 44	1 48	1 49 —1 50.4	1 53.4—1 54	1 54 —1 55.4		
4 Hard Winter Wheat.....	1 37 —1 38	1 52 —1 52.4	1 50.4—1 52	1 42 —1 44.4	1 46 —1 46.4	1 48.4—1 49	1 51 —1 53	1 53.4—1 54		
2 Red Winter Wheat.....	1 39	1 54 —1 55	1 52 —1 53	1 41 —1 43	1 48 —1 48.4	1 48 —1 50.4	1 53.4—1 54	1 57		
3 ".....	1 38	1 53 —1 54	1 51 —1 52	1 40 —1 42.4	1 47 —1 47.4	1 48 —1 49	1 52.4—1 53.4	1 55		
4 ".....	1 36 —1 37.4	1 52 —1 53	1 50	1 39 —1 41	1 46 —1 46.4	1 45 —1 48	1 49 —1 50			

SESSiONAL PAPER No. 10d

Chicago, Cash close—											
2 Red Winter Wheat	1 42 —1 44.6	1 59 —1 60	1 57.2	1 48.4	1 53.2—1 54	1 57.4	1 61.4				
3 "	1 44 —1 43.6		1 56.4	1 48			1 60.4				
2 Hard Winter Wheat	1 43.4—1 46.2	1 61.4—1 62.2		1 49 —1 49.4	1 55.4—1 55.6	1 56	1 61.6—1 62.1				
3 "	1 42.4—1 45.2						1 60.4				
1 Nor. Wheat											
2 "			1 55.4								
3 "			0 60.4			0 58.2	0 58.2				
2 White Oats	0 56.2—0 56.6	0 60.2		0 57 —0 57.2	0 57.2—0 57.4						
3 "	0 55.1—0 55.2	0 59.4	0 58.4—0 59.4	0 56.2—0 56.4	0 56.2—0 57	0 57 —0 57.2	0 57 —0 57.4				
Barley	0 70 —0 77		0 75 —0 81	0 71 —0 78	0 71 —0 77	0 70 —0 78	0 75 —0 81				
Minneapolis, Cash close—											
1 Nor. Wheat	1 35.2—1 39.2	1 49.2—1 52.6	1 50.7—1 53.7	1 43.5—1 46.5	1 48.6—1 52.6	1 49.2—1 52.6	1 57.4—1 61.4	1 60.6—1 61.6			
2 "	1 31.1—1 36.6	1 45.6—1 50.2	1 47.3—1 51.5	1 38.5—1 44.1	1 43.6—1 49.6	1 43.6—1 49.6	1 53 —1 58.4	1 56.6—1 61.6			
3 "	1 26.2—1 34.2	1 39.6—1 48.2	1 40.7—1 48.7	1 33.5—1 41.5	1 38.6—1 47.2	1 37.6—1 47.6	1 45.4—1 56	1 50.6—1 59.6			
Barley	0 65 —0 75	0 71 —0 80	0 68 —0 78	0 63 —0 72	0 74 —0 73	0 65 —0 74	0 68 —0 76	0 69 —0 76			
Flax	1 81.2—1 84.6	1 97 —2 01	1 89.4—1 93.4	1 89 —1 92.4	1 88.4—1 92	91.6—1 93.6	1 95 —1 97	88 —1 91.41			
Omaha, Cash close—											
2 H. Winter Wheat	1 39.4—1 40.4	1 55 —1 57	1 52.4—1 54.4	1 45.4—1 46.4	1 47 —1 48	1 48.4—1 50	1 54.4—1 55	1 55.6—1 56.2			
3 "	1 38.4—1 40	1 53 —1 56.4	1 51.4—1 53.4	1 43.4—1 45	1 46 —1 47	1 48 —1 49.4	1 53.4—1 54.4	1 54.4—1 56			
3 White Oats	0 53 —0 53.2	0 56.4—0 58	0 56.2—0 56.4	0 54 —0 54.2	0 54.2—0 54.4	0 54.4—0 54.6	0 54.4—0 54.6	0 54 —0 54.2			
4 "	0 52.4—0 53	0 56 —0 56.4	0 56 —0 56.2	0 53.6—0 54	0 53.6—0 54	0 54 —0 54.4	0 54 —0 54.2	0 53.4—0 54			
Malting Barley	0 69 —0 75	0 72 —0 78	0 73 —0 78	0 68 —0 74	0 66 —0 74	0 68 —0 74	0 68 —0 74	0 71 —0 76			
Feed Barley	0 59 —0 68	0 60 —0 71	0 62 —0 68	0 60 —0 68	0 60 —0 68	0 60 —0 67	0 60 —0 67	0 63 —0 70			
St. Louis, Cash close—											
2 Red Winter Wheat	1 41 —1 41.4	1 55 —1 56	1 55	1 45.4	1 49 —1 49.4	1 52 —1 52.4	1 55.2—1 57.6	1 58.2			
3 "	1 40 —1 40.4	1 55	1 54		1 48 —1 48.4	1 51 —1 52	1 54.4—1 54.6	1 55			
2 Hard Winter Wheat	1 43.4—1 45				1 50.4—1 55	1 55 —1 56	1 59				
3 "							1 57				
4 "	1 42.4—1 45										

PRICES AT TERMINAL POINTS IN NORTH AMERICA—Continued.

Market and Grade.	MAY, 1915.					JUNE, 1915.				
	1	8	15	22	29	5	12	19	26	
Winnipeg, Cash close—										
1 Nor. Wheat.....	1 63.2	1 59.4	1 59.5	1 58.1	1 49.3	1 36	1 23.2	1 21.4	1 39.2	
2 ".....	1 61	1 56.5	1 56.5	1 53.2	1 46.4	1 34.4	1 20.2	1 18.4	1 27.2	
3 ".....	1 59	1 53.4	1 54.5	1 53	1 42.7	1 30.4	1 17.6	1 16.4	1 23.2	
2 C. W. Oats.....	0 63.5	0 62.6	0 63	0 63.1	0 62.2	0 54.4	0 55.1	0 54	0 56	
3 ".....	0 69.5	0 59.6	0 60	0 61	0 60.2	0 51.4	0 52.4	0 52	0 54	
2 Feed Oats.....										
Barley.....	0 66	0 74.2	0 65.4	0 66	0 72	0 67	0 64	0 71.4	0 60	0 65
Flax.....	1 79.4	1 82	1 76	1 79.4	1 72.6	1 64.5	1 56	1 55.2	1 51	
Duluth, Cash close—										
1 Nor. Wheat.....	1 63.5	1 55.4	1 55.4	1 58.4	1 49.2	1 35.2	1 24.2	1 25.1	1 28	1 32
2 ".....	1 56.5	1 48.4	1 48.4	1 55.4	1 42	1 29.2	1 19.2	1 22.1	1 25	1 28
3 ".....										
3 White Oats.....	0 54	0 51.7	0 50.4	0 51.3	0 50.1	50.1	0 46.4	0 45.6	0 46.6	
Barley.....	0 67	0 67	0 65	0 65	0 76	0 63	0 63	0 63	0 62	0 68
Flax.....	1 98.2	2 02.2	1 96	1 97	1 91	1 83.4	1 77.2	1 77.4	1 72.2	
Milwaukee, Cash close—										
1 Nor. Bluestem.....	1 62	1 55	1 53	1 56	1 57	1 44	1 30	1 29	1 30	1 33
2 ".....	1 59	1 51	1 51	1 53	1 49	1 42	1 27	1 26	1 27	1 30
3 White Oats.....	0 56.4	0 53.4	0 52	0 53.6	0 51.4	0 49.2	0 48	0 49	0 47.4	0 48.2
1 Nor. Flax.....	1 94.2	1 98.2	1 94	1 93	1 87	1 82	1 76.6	1 75.4	1 70.2	1 71.2
3 Barley.....	0 77	0 79	0 77	0 77	0 78	0 76	0 74	0 73	0 71	0 72
Medium Barley.....	0 78	0 79	0 78	0 78	0 79	0 77	0 75	0 74	0 73	0 74
Rejected Barley.....	0 72	0 75	0 71	0 72	0 75	0 72	0 69	0 68	0 67	0 70
Kansas City, Cash close—										
2 H. Winter Wheat.....	1 56.4	1 51	1 49.4	1 48.4	1 39	1 25	1 12	1 18	1 22	1 25.4
3 ".....	1 56	1 50.4	1 48.4	1 48	1 38	1 23	1 12	1 16	1 21	1 25
4 Hard Winter Wheat.....	1 55	1 49	1 47	1 46	1 32	1 23	1 10	1 16	1 16	1 18
2 Red Winter Wheat.....	1 56	1 49	1 43	1 45.4	1 31	1 23	1 10	1 12	1 13	1 18
3 ".....	1 54	1 47	1 42	1 45.4	1 30	1 20	1 07	1 10	1 12	1 14
4 ".....	1 52	1 45	1 40	1 45.4	1 28	1 20	1 05	1 10	1 12	1 16

PRICES AT TERMINAL POINTS IN NORTH AMERICA—Continued.

Market and Grade.	JULY, 1915.					AUGUST, 1915.				
	3	10	17	24	31	7	14	21	28	
Winnipeg, Cash close—										
1 Nor. Wheat.....	1 31.4	1 34.6	1 39.6	1 39.5	1 29.2	1 33		1 16	1 12	
2 " ".....	1 28.4	1 32.2	1 36.6	1 37.5	1 26.2	1 31		1 15	1 10	
3 " ".....	1 24.4	1 27	1 32	1 32.1	1 21.2	1 28		1 11	1 05	
2 C. W. Oats.....	0 59.2	0 60	0 63	0 61.5	0 56.6	0 59.4	0 58	0 46	0 50	
3 " ".....	0 56.2	0 57	0 60	0 58.5	0 55.6	0 59	0 58	0 44	0 50	
2 Feed Oats.....										
Barley.....	0 61—0 65	0 65	0 68—0 72	0 69—0 73	0 69—0 72	0 64—0 68		0 49—0 52	0 46—0 48	
Flax.....	1 55.4	1 52	1 52	1 44	1 41.4	1 47	1 42.4	1 38.4	1 43.4	
Duluth, Cash close—										
1 Nor. Wheat.....	1 39—1 41	1 39—1 40	1 44—1 45	1 47—1 49	1 44.5	1 43.1—1 47.1	1 48.7—1 51.7	1 36.4	1 10.3	
2 " ".....	1 34—1 37	1 34—1 36	1 39—1 41	1 42—1 45	1 39.5—1 40.5	1 41.1	1 46.7	1 30.4—1 34.4	1 07.3—1 08.3	
3 " ".....										
3 White Oats.....	0 50.6	0 50.7	0 53.1	0 58	0 47	0 53.4	0 45	0 37.2	0 34.1	
Barley.....	0 65—0 70	0 68—0 72	0 66—0 72	0 66—0 72	0 68—0 74	0 72—0 77	0 65—0 73	0 51—0 61	0 45—0 55	
Flax.....	1 76	1 73	1 72	1 62.2	1 57.6	1 68	1 46.2	1 59.6	1 64.6	
Milwaukee, Cash close—										
1 Nor. Wheat, Bluestem....	1 37—1 40	1 39—1 43	1 46—1 48	1 49—1 50	1 45—1 47	1 48—1 50	1 47—1 49	1 35	1 22—1 23.0	
2 " ".....	1 34—1 37	1 37—1 40	1 44—1 46	1 47—1 48	1 42—1 44	1 45—1 47	1 43—1 45	1 30	1 19—1 21	
3 White Oats.....	0 50.4—0 51	0 54—0 54.2	0 56.4—0 57	0 55—0 55.4		0 59	0 55	0 43—0 45	0 34.4—0 37	
1 Nor. Flax.....	1 73—1 74	1 68.4—1 70.4	1 69—1 70	1 59.6—1 61.6	1 57.2—1 59.2	1 69.4—1 71.4	1 65.6—1 67.6	1 62.2—1 64.2	1 08.2—1 70.2	
No. 3 Barley.....	0 72—0 75	0 75—0 77	0 76—0 79	0 76—0 78	0 75—0 77	0 82	0 79—0 81	0 68—0 72	0 63—0 65	
Medium Barley.....	0 74.4—0 75.4	0 78	0 79—0 80	0 79	0 77—0 78	0 83	0 81			
Rejected Barley.....	0 69—0 71	0 70—0 73	0 71—0 74	0 72—0 75	0 70—0 73.4	0 77	0 70—0 74		0 50—0 56	
Kansas City, Cash close—										
2 H. Winter Wheat.....	1 30—1 33	1 40	1 36—1 45	1 33—1 40	1 18—1 25	1 22—1 31	1 20—1 36	1 07—1 23		
3 " ".....	1 29—1 32	1 37—1 39	1 34—1 42	1 30—1 33	1 12—1 20	1 20—1 30	1 25—1 30	1 00—1 21		
4 " ".....	1 27—1 29	1 32—1 36		1 20—1 30	1 00—1 17	1 06—1 24	1 11—1 22	0 90—1 05		
2 Red Winter Wheat.....	1 21—1 22	1 31—1 33	1 28—1 30	1 15—1 16	1 14—1 16	1 19—1 20	1 14—1 16	1 11—1 13		
3 " ".....	1 16—1 19	1 28—1 30	1 28—1 30	1 13	1 13	1 17	1 10	1 10		
4 " ".....		1 17—1 25	1 25—1 28	1 02—1 06	1 01—1 08	1 02—1 05	1 05—1 09	0 92—0 97		

[illegible]

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive.

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1914.	\$ cts.	\$ cts.		\$ cts.	cts.
Winnipeg.....	Sept. 1	1 Nor.....	1 13.4	No. 5.....	0 95.4	18.0
Minneapolis.....	" 1	1 Hard.....	1 26.5	Rej.....	1 00.0	26.5
Duluth.....	" 1	1 Nor.....	1 20.6	Mxd. Dur..	1 02.0	18.6
Winnipeg.....	" 2	1 Nor.....	1 14.3	No. 5.....	0 96.1	18.2
Minneapolis.....	" 2	1 Hard.....	1 24.5	No. 5.....	0 97	27.5
Duluth.....	" 2	1 Hard.....	1 18.3	Rej.....	0 91.6	26.5
Winnipeg.....	" 3	1 Nor.....	1 18	No. 5.....	0 99.4	18.4
Minneapolis.....	" 3	1 Hard.....	1 26.7	Rej.....	0 97.2	29.5
Duluth.....	" 3	1 Hard.....	1 21	N.G.....	1 00	21
Winnipeg.....	" 4	1 Nor.....	1 20.2	No. 5.....	1 02.6	17.4
Minneapolis.....	" 4	1 Hard.....	1 31.1	No. 4.....	1 05	26.1
Duluth.....	" 4	1 Hard.....	1 25.5	Mxd. Dur..	1 02	23.5
Winnipeg.....	" 5	1 Nor.....	1 17.2	No. 6.....	0 93.6	23.4
Minneapolis.....	" 5	1 Hard.....	1 30.3	Rej.....	0 97.5	32.6
Duluth.....	" 5	1 Hard.....	1 24.7	N.G.....	1 10	14.7
Winnipeg.....	" 7			Labor Day.		
Winnipeg.....	" 8	1 Nor.....	1 14	No. 5.....	0 96.2	17.6
Minneapolis.....	" 8	1 Hard.....	1 20.5	N.G.....	0 91.7	28.6
Duluth.....	" 8	1 Hard.....	1 20	Rej.....	0 96.6	23.2
Winnipeg.....	" 9	1 Nor.....	1 16.4	No. 5.....	0 98.2	18.2
Minneapolis.....	" 9	1 Hard.....	1 20.2	Rej.....	0 90	30.2
Duluth.....	" 9	1 Hard.....	1 19	No. 4.....	0 97.4	21.4
Winnipeg.....	" 10	1 Nor.....	1 15	No. 6.....	0 91.6	23.2
Minneapolis.....	" 10	1 Hard.....	1 19.6	Rej.....	0 90	29.6
Duluth.....	" 10	1 Nor.....	1 19.4	No. 4.....	1 01.7	17.5
Winnipeg.....	" 11	1 Nor.....	1 13	No. 5.....	0 95.2	17.6
Minneapolis.....	" 11	1 Hard.....	1 15.6	N.G.....	0 90	25.6
Duluth.....	" 11	1 Hard.....	1 16.3	N.G.....	0 90	26.3
Winnipeg.....	" 12	1 Nor.....	1 11.4	No. 5.....	0 93.6	17.6
Minneapolis.....	" 12	1 Hard.....	1 16.3	Rej.....	0 88	28.3
Duluth.....	" 12	1 Hard.....	1 16	No. 4.....	0 95	21
Winnipeg.....	" 14	1 Nor.....	1.06	3 N.....	0 97.4	8.4
Minneapolis.....	" 14	1 Hard.....	1 10	Rej.....	0 83.2	26.6
Duluth.....	" 14	1 Nor.....	1 19.6	No. 4.....	0 88	31.6
Winnipeg.....	" 15	1 Nor.....	1 07.4	No. 5.....	0 86	21.4
Minneapolis.....	" 15	1 Hard.....	1 08.4	Rej.....	0 81	27.4
Duluth.....	" 15	1 Hard.....	1 09.4	No. 4.....	0 86	23.4
Winnipeg.....	" 16	1 Nor.....	1 10	No. 5.....	0.88.4	21.4
Minneapolis.....	" 16	1 Hard.....	1 14	Rej.....	0 85	29
Duluth.....	" 16	1 Hard.....	1 13.4	Rej.....	0 81.1	32.3
Winnipeg.....	" 17	1 Nor.....	1 09.2	No. 5.....	0 87.6	21.4
Minneapolis.....	" 17	1 Hard.....	1 14	Rej.....	0 83	31
Duluth.....	" 17	1 Hard.....	1 12.7	Rej.....	0 86.4	26.3
Winnipeg.....	" 18	1 Nor.....	1 11	No. 6.....	0 83.3	27.6
Minneapolis.....	" 18	1 Hard.....	1 12.5	4 D.....	0 90	22.5
Duluth.....	" 18	1 Hard.....	1 12.5	N.G.....	0 85.2	27.3

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1914		\$ cts.		\$ cts.	cts.
Winnipeg	Sept. 19	1 Nor	1 12.2	No. 6.	0 84.6	27.2
Minneapolis	" 19	1 Hard	1 16	4 D...	0 90	26
Duluth.....	" 19	1 Hard	1 14.6	N.G.	0 85	29.6
Winnipeg....	" 21	1 Nor	1 11.4	No. 6.	0 84	27.4
Minneapolis	" 21	1 Hard	1 15	Rej...	0 88.4	26.4
Duluth.....	" 21	1 Hard	1 14.4	Rej...	0 82	32.4
Winnipeg....	" 22	1 Nor	1 09.4	No. 6.	0 81.4	28
Minneapolis.	" 22	1 Hard	1 14.6	Rej...	0 86.4	28.2
Duluth.....	" 22	1 Hard	1 12.4	Rej...	0 92	20.4
Winnipeg....	" 23	1 Nor.	1 10.4	No. 6.	0 82.6	27.6
Minneapolis..	" 23	1 Hard	1 13.3	Rej...	0 88.6	24.5
Duluth.....	" 23	1 Hard	1 12.2	Rej...	0 79.5	32.5
Winnipeg.....	" 24	1 Nor..	1 10.2	No. 6.	0 83	27.2
Minneapolis.	" 24	1 Hard	1 13.4	Rej...	0 86	27.4
Duluth.....	" 24	1 Hard	1 12.4	Rej...	0 85	27.4
Winnipeg....	" 25	1 Nor	1 09.5	Feed.....	0 79.3	30.2
Minneapolis..	" 25	1 Hard	1 11.5	Rej...	0 84.5	27
Duluth.....	" 25	1 Hard	1 10.2	4 D.....	0 92.5	17.5
Winnipeg.....	" 26	1 Nor..	1 08.4	Feed.....	0 78.2	30.2
Minneapolis..	" 26	1 Hard	1 09.6	N.G.....	0 85	24.6
Duluth.....	" 26	1 Hard	1 08.7	Rej.....	0 87.7	21
Winnipeg.....	" 28	1 Nor	1 08.1	Feed.....	0 78	30.1
Minneapolis..	" 28	1 Hard	1 10.4	Rej.....	0 84	26.4
Duluth.....	" 28	1 Hard	1 09.4	No. 4.	0 90.2	19.2
Winnipeg.....	" 29	1 Nor	1 08.3	Feed...	0 79.2	29.1
Minneapolis..	" 29	1 Hard	1 12	Rej.....	0 83	29
Duluth.....	" 29	1 Hard	1 11	4 D.....	0 92.5	18.3
Winnipeg.....	" 30	1 Nor.	1 07.6	Feed.....	0 78.5	29.1
Minneapolis..	" 30	1 Hard	1 10.2	Rej.....	0 81	29.2
Duluth.....	" 30	1 Hard	1 09	Rej.....	0 80	29
Winnipeg.....	Oct. 1	1 Nor	1 07.2	Feed.....	0 78	29.2
Minneapolis..	" 1	1 Hard	1 10.5	Rej.....	0 82	28.5
Duluth.....	" 1	1 Hard	1 09.4	No. 4.	0 90.2	19.2
Winnipeg.....	" 2	1 Nor.....	1 04.1	Feed.....	0 75	29.1
Minneapolis..	" 2	1 Hard	1 07.4	Rej.....	0 78	29.4
Duluth.....	" 2	1 Nor	1 06.4	No. 4.	0 85.4	21
Winnipeg.....	" 3	1 Nor	1 06	Feed.....	0 76.6	29.2
Minneapolis..	" 3	1 Hard	1 09.4	N.G.....	0 80	29.4
Duluth.....	" 3	1 Hard	1 08.4	Rej.....	0 80	28.4
Winnipeg.....	" 5	1 Nor..	1 07	Feed.....	0 77.4	29.4
Minneapolis..	" 5	1 Hard	1 10.2	4 D.....	0 80	30.2
Duluth.....	" 5	1 Hard	1 09	N.G.	0 85	24
Winnipeg.....	" 6	1 Nor	1 06.4	Feed...	0 79.2	27.2
Minneapolis .	" 6	1 Hard	1.10.2	Rej...	0 80	30.2
Duluth.....	" 6	1 Nor	1 08.6	No. 4.	0 88.5	20.1
Winnipeg.....	" 7	1 Nor	1 06.6	Feed..	0 79.2	27.2
Minneapolis..	" 7	1 Hard	1 09	N.G..	0 65	44
Duluth.....	" 7	1 Hard	1 07.7	No. 4	0 91.1	19.9

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1914		\$ cts.		\$ cts.	cts.
Winnipeg	Sept. 8	1 Nor.....	1 08.2	Feed.....	0 80.6	27.4
Minneapolis..	" 8	1 Hard	1 10.7	Rej.....	0 80	30.7
Duluth.....	" 8	1 Hard	1 10	N.G.....	0 83	27
Winnipeg.....	" 9	1 Nor.....	1 07.5	Feed.....	0 80	27.5
Minneapolis..	" 9	1 Hard	1 10.6	N.G.....	0 80	30.6
Duluth.....	" 9	1 Hard...	1 09.3	No. 4.....	0 89	20.3
Winnipeg	" 10	1 Nor.....	1 09.2	Feed.....	0 81.4	27.6
Minneapolis..	" 10	1 Hard...	1 10.3	Rej.....	0 83	27.3
Duluth.....	" 10	1 Hard...	1 10.1	No. 4.....	0 88.4	21.5
Winnipeg	" 12		Thanksgi	ving Day.		
Minneapolis..	" 12	1 Hard...	1 10.7	Rej.....	0 81.2	29.5
Duluth.....	" 12	1 Hard...	1 10.1	No. 4.....	0 83	27.1
Winnipeg	" 13	1 Nor.....	1 10	Feed.....	0 82.2	27.6
Minneapolis..	" 13	1 Hard...	1 11.5	N.G.....	0 83	28.5
Duluth.....	" 13	1 Nor.....	1 10.7	4 D.....	0 80	30.7
Winnipeg.....	" 14	1 Nor...	1 12	Feed.....	0 84.2	27.6
Minneapolis..	" 14	1 Hard...	1 12.5	N.G.....	0 82	30.6
Duluth.....	" 14	1 Hard...	1 12.2	4 D.....	0 82	30.2
Winnipeg.....	" 15	1 Nor.....	1 12	Feed.....	0 84	28
Minneapolis..	" 15	1 Hard...	1 12.6	Rej.....	0 83.2	29.4
Duluth.....	" 15	1 Hard...	1 12.3	Rej.....	0 93.1	19.2
Winnipeg.....	Oct. 16	1 Nor.....	1 13.2	Feed.....	0 85.2	28
Minneapolis..	" 16	1 Hard...	1 12.7	N. G.....	0 80	32.7
Duluth.....	" 16	1 Hard....	1 12.7	No. 4.....	0 83	29.7
Winnipeg.....	" 17	1 Nor.....	1 15.6	Feed.....	0 87.4	28.2
Minneapolis..	" 17	1 Hard.....	1 14.2	Rej.....	0 85.6	28.4
Duluth.....	" 17	1 Hard.....	1 15.2	Rej.....	0 90	25.2
Winnipeg.....	" 19	1 Nor.....	1 17.6	Feed.....	0 89.4	28.2
Minneapolis..	" 19	1 Hard....	1 17.2	Rej.....	0 88.1	29.1
Duluth.....	" 19	1 Hard....	1 17.3	No. 4.....	0 97.5	19.6
Winnipeg.....	" 20	1 Nor.....	1 15.4	Feed.....	0 87.2	28.2
Minneapolis..	" 20	1 Hard....	1 16.4	Rej.....	0 88	28.4
Duluth.....	" 20	1 Nor.....	1 16.2	N. G.....	0 85	31.2
Winnipeg.....	" 21	1 Nor.....	1 17.2	Feed.....	0 89.2	28
Minneapolis..	" 21	1 Hard....	1 16.1	Rej.....	0 88.2	28.7
Duluth.....	" 21	1 Hard....	1 16.5	No. 4.....	0 95.6	20.7
Winnipeg.....	" 22	1 Nor.....	1 15.6	Feed.....	0 88	27.6
Minneapolis..	" 22	1 Hard....	1 16.3	N. G.....	0 78.4	37.7
Duluth.....	" 22	1 Nor.....	1 15.6	4 D.....	1 02	13.6
Winnipeg.....	" 23	1 Nor.....	1 17.3	Feed.....	0 89.4	27.7
Minneapolis..	" 23	1 Hard....	1 16.5	Rej.....	0 87.6	28.7
Duluth.....	" 23	1 Hard....	1 17.2	No. 4.....	0 89	28.2
Winnipeg.....	" 24	1 Nor.....	1 17.2	Feed.....	0 89.2	28
Minneapolis..	" 24	1 Hard....	1 16.7	Rej.....	0 90	26.7
Duluth.....	" 25	1 Nor.....	1 16.4	No. 4.....	0 90.2	26.2
Winnipeg.....	" 26	1 Nor.....	1 16	Feed.....	0 88.3	27.5
Minneapolis..	" 26	1 Hard....	1 14.7	Rej.....	0 90	24.7
Duluth.....	" 26	1 Nor.....	1 15.6	Rej.....	0 85.6	30

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive. *Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1914.		\$ cts.		\$ cts.	cts.
Winnipeg...	Oct. 27	1 Nor.	1 15.3	Feed....	0 88.2	27.1
Minneapolis...	" 27	1 Hard	1 15.1	Rej....	0 84	31.1
Duluth.....	" 27	1 Hard	1 14.5	No. 4....	0 97.6	16.7
Winnipeg.....	" 28	1 Nor....	1 14.5	Feed....	0 87.4	27.1
Minneapolis.....	" 28	1 Nor....	1 13.6	Rej....	0 85	28.6
Duluth.....	" 28	1 Nor....	1 14.4	Rej....	0 96.4	18
Winnipeg.....	" 29	1 Nor....	1 14.2	Feed....	0 87.2	27
Minneapolis.....	" 29	1 Hard...	1 13.5	N. G.....	0 84	29.5
Duluth.....	" 29	1 Hard...	1 14.2	N. G.....	0 87.3	26.7
Winnipeg.....	" 30	1 Nor....	1 16.6	Feed....	0 90	26.6
Minneapolis.....	" 30	1 Hard...	1 15.6	N. G.....	0 73	42.6
Duluth.....	" 30	1 Hard...	1 16.3	Rej....	0 97	19.3
Winnipeg.....	" 31	1 Nor....	1 16.6	Feed....	0 90	26.6
Minneapolis.....	" 31	1 Hard...	1 16.4	Rej....	0 88.4	28
Duluth.....	" 31	1 Hard...	1 16	Rej....	0 89	27
Winnipeg.....	Nov. 2	1 Nor....	1 17.7	Feed....	0 91.1	26.6
Minneapolis.....	" 2	1 Hard...	1 16.2	Rej....	0 85.4	30.6
Duluth.....	" 2	1 Hard...	1 17.1	N. G.....	0 84.1	33
Winnipeg.....	" 3	1 Nor....	1 18	Feed....	0 91.1	26.7
Winnipeg.....	" 4	1 Nor....	1 19.4	Feed....	0 92.2	27.2
Minneapolis.....	" 4	1 Hard...	1 17.2	Rej....	0 88	29.2
Duluth.....	" 4	1 Hard...	1 18	No. 4....	0 96.2	21.6
Winnipeg.....	" 5	1 Nor....	1 18.5	Feed....	0 92.1	26.4
Minneapolis.....	" 5	1 Nor....	1 17.2	N. G.....	0 84	33.2
Duluth.....	" 5	1 Hard...	1 17.5	Rej....	0 88	29.5
Winnipeg.....	" 6	1 Nor....	1 19.2	Feed....	0 92.2	27
Minneapolis.....	" 6	1 Hard...	1 17.2	Rej....	0 91	26.2
Duluth.....	" 6	1 Hard...	1 18	N. G.....	0 86.5	31.3
Winnipeg.....	" 7	1 Nor....	1 20.6	Feed....	0 94	26.6
Minneapolis.....	" 7	1 Hard...	1 20	Rej....	0 93.6	26.2
Duluth.....	" 7	1 Hard...	1 19.2	Rej....	0 92.3	26.7
Winnipeg.....	" 9	1 Nor....	1 21.1	Feed....	0 94.2	26.7
Minneapolis.....	" 9	1 Nor....	1 19	Rej....	0 90	29
Duluth.....	" 6	1 Hard...	1 19.4	Rej....	0 93.2	26.2
Winnipeg.....	" 10	1 Nor....	1 20	Feed....	0 93.2	26.6
Minneapolis.....	" 10	1 Hard...	1 20	Rej....	0 91	29
Duluth.....	" 10	1 Hard...	1 18.3	No. 4....	0 99.5	18.6
Winnipeg.....	" 11	1 Nor....	1 19	Feed....	0 92.4	26.4
Minneapolis.....	" 11	1 Hard...	1 19.2	Rej....	0 90	29.2
Duluth.....	" 11	1 Nor....	1 18.3	No. 4....	0 01	17.3
Winnipeg.....	" 12	1 Nor....	1 19.2	Feed....	0 92.4	26.6
Minneapolis.....	" 12	1 Hard...	1 18.4	Rej....	0 87	31.4
Duluth.....	" 12	1 Hard...	1 18.4	N. G.....	0 97.4	21
Winnipeg.....	" 13	1 Nor....	1 18.2	Feed....	0 91.1	27.1
Minneapolis.....	" 13	1 Nor....	1 17.4	N. G.....	0 87.6	29.6
Duluth.....	" 13	1 Nor....	1 18.5	No. 4....	0 98.4	20.1
Winnipeg.....	" 14	1 Nor....	1 19	Feed....	0 91	28
Minneapolis.....	" 14	1 Hard...	1 17.2	Rej....	0 89	28.2
Duluth.....	" 14	1 Hard...	1 17.7	No. 4....	0 98.4	19.3

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1914		\$ cts.		\$ cts.	cts.
Winnipeg	Nov. 16	1 Nor.	1 18.6	Feed.	0 90.6	28
Minneapolis	" 16	1 Hard.	0 18	Rej.	0 90	28
Duluth.	" 16	1 Nor.	1 17.3	No. 4.	0 97	20.3
Winnipeg...	" 17	1 Nor.	1 19.1	Feed.	0 91.6	27.3
Minneapolis	" 17	1 Hard.	1 18.1	Rej.	0 88	30.1
Duluth	" 17	1 Hard.	1 18.1	Rej.	0 90.6	27.3
Winnipeg...	" 18	1 Nor.	1 19.5	Feed.	0 94	25.5
Minneapolis	" 18	1 Hard.	1 18.7	Rej.	0 91	27.7
Duluth.	" 18	1 Hard.	1 19.1	No. 4.	1 03.2	15.7
Winnipeg...	" 19	1 Nor.	1 20	Feed.	0 94	26
Minneapolis	" 19	1 Hard.	1 19.6	Rej.	0 94	25.6
Duluth.....	" 19	1 Hard.	1 19.3	Rej.	0 90	29.3
Winnipeg...	" 20	1 Nor.	1 20	Feed.	0 94	26
Minneapolis	" 20	1 Hard.	1 19.5	N. G.	0 95	24.5
Duluth.....	" 20	1 Hard.	1 18.6	4 D.	0 95	23.6
Winnipeg.....	" 21	1 Nor.	1 19.7	Feed.	0 94	25.7
Minneapolis	" 21	1 Hard.	1 19.3	Rej.	0 95.4	23.7
Duluth.....	" 21	1 Hard.	1 18.4	N. G.	0 99	19.4
Winnipeg.....	" 23	1 Nor.	1 20	Feed.	0 94	26
Minneapolis	" 23	1 Hard.	1 19.4	Rej.	0 91	28.4
Duluth.....	" 23	1 Hard.	1 18.6	No. 4.	1 01.1	17.5
Winnipeg...	" 24	1 Nor.	1 19.1	Feed.	0 94	25.1
Minneapolis	" 24	1 Nor.	1 19.4	Rej.	0 92.4	27
Duluth.....	" 24	1 Hard.	1 18.6	N. G. D.	0 90	28.6
Winnipeg.....	" 25	1 Nor.	1 18.5	Feed.	0 94	24.5
Minneapolis	" 25	1 Hard.	1 19.3	N. G.	0 95	24.3
Duluth.....	" 25	1 Hard.	1 18.3	No. 4.	1 02	16.3
Winnipeg.....	" 26	1 Nor.	1 17.4	Feed.	0 94	23.4
Minneapolis	Thanks giving Day.					
Duluth.....						
Winnipeg.....	" 27	1 Nor.	1 14.6	Feed.	0 90	24.6
Minneapolis	" 27	1 Hard.	1 18	Rej.	0 90.4	27.4
Duluth.....	" 27	1 Hard.	1 16.6	Rej.	0 83	33.6
Winnipeg.....	" 28	1 Nor.	1 16.2	Feed.	0 91	25.2
Minneapolis	" 28	1 Hard.	1 16.6	Rej.	0 90.1	26.5
Duluth.....	" 28	1 Hard.	1 20	No. 4.	1 02.2	17.6
Winnipeg.....	" 30	1 Nor.	1 15.7	No. 4.	1 05.2	10.5
Minneapolis	" 30	1 Hard.	1 17.5	N. G.	0 90	27.5
Duluth.....	" 30	1 Hard.	1 17.4	No. 4.	1 02.3	15.1
Winnipeg.....	Dec. 1	1 Nor.	1 17	Feed.	0 91	26
Minneapolis	" 1	1 Hard.	1 18.4	Rej.	0 94.6	23.6
Duluth.....	" 1	1 Nor.	1 17.5	No. 4.	1 02	15.5
Winnipeg.....	" 2	1 Nor.	1 17.2	Feed.	0 91.4	25.6
Minneapolis	" 2	1 Hard.	1 19.6	Rej.	0 95	24.6
Duluth.....	" 2	1 Hard.	1 18.7	No. 4.	1 06.1	12.6
Winnipeg.....	" 3	1 Nor.	1 16.5	Feed.	0 90.4	26.1
Minneapolis	" 3	1 Nor.	1 19	Rej.	0 93.1	25.7
Duluth.....	" 3	1 Nor.	1 18.2	No. 4.	1 04.7	13.3

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread
		Grade.	Price.	Grade.	Price.	
	1914		\$ cts.		\$ cts.	cts.
Winnipeg...	Dec. 4	1 Nor..	16.6	Feed..	91.2	25.4
Minneapolis	" 4	1 Hard	19.4	N.G..	94.4	25
Duluth.....	" 4	1 Hard	18.6	No. 4.	1 05	13.6
Winnipeg...	" 5	1 Nor..	17.2	Feed..	91.2	26
Minneapolis	" 5	1 Hard	20.5	Rej...	97.3	23.2
Duluth.....	" 5	1 Hard	19	Rej...	83	36
Winnipeg...	" 7	1 Nor..	17.2	Feed..	90.4	26.6
Minneapolis	" 7	1 Nor..	20	N.G..	95	25
Duluth.....	" 7	1 Hard	18.5	No. 4.	1 04	14.5
Winnipeg...	" 8	1 Nor..	16.6	Feed..	90.6	26
Minneapolis	" 8	1 Hard	19.6	Rej...	98	21.6
Duluth.....	" 8	1 Hard	18.1	No. 4.	1 06	12.1
Winnipeg...	" 9	1 Nor..	16	Feed..	90	26
Minneapolis	" 9	1 Nor..	18.4	Rej...	97.2	21.2
Duluth.....	" 9	1 Nor..	17.1	Rej..	1 05	12.1
Winnipeg...	" 10	1 Nor..	15.5	Feed...	89.5	26
Minneapolis	" 10	1 Hard	18	N.G..	98	20
Duluth.....	" 10	1 Hard	17.3	No. 4.	1 05.2	12.1
Winnipeg...	" 11	1 Nor..	16.3	Feed..	89.7	26.4
Minneapolis	" 11	1 Hard	18.4	Rej...	99	19.4
Duluth.....	" 11	1 Hard	17.6	No. 4.	1 05.1	12.5
Winnipeg...	" 12	1 Nor..	17.2	Feed..	92.2	25
Minneapolis	" 12	1 Hard	20	Rej...	97.4	22.4
Duluth.....	" 12	1 Hard	19.2	No. 4.	1 03.2	16
Winnipeg...	" 14	1 Nor..	17	Feed..	92	25
Minneapolis	" 14	1 Hard	19.3	Rej...	98.3	21
Duluth.....	" 14	1 Nor..	18.7	No. 4.	1 04.6	14.1
Winnipeg...	" 15	1 Nor..	17.6	Feed..	92	25.6
Minneapolis	" 15	1 Hard	20.2	Rej...	1 00	20.2
Duluth.....	" 15	1 Hard	19.6	Rej...	1 07.6	12
Winnipeg...	" 16	1 Nor..	17.6	Feed..	92.4	25.2
Minneapolis	" 16	1 Hard	20	N.G..	1 00	20
Duluth.....	" 16	1 Hard	19.2	No. 4.	1 03.2	16
Winnipeg...	" 17	1 Nor..	18.4	Feed..	93.4	25
Minneapolis	" 17	1 Hard	21.4	Rej...	1 02	19.4
Duluth.....	" 17	1 Hard	20.3	No. 4.	1 08.3	12
Winnipeg...	" 18	1 Nor..	18.6	Feed..	93.6	25
Minneapolis	" 18	1 Hard	21.4	Rej....	1 05	16.4
Duluth.....	" 18	1 Hard	20.5	No. 4....	1 05	15.5
Winnipeg...	" 19	1 Nor..	20.6	Feed..	95.6	25
Minneapolis	" 19	1 Hard	22.4	Rej....	1 04	18.4
Duluth.....	" 19	1 Hard	23.4	N.G....	1 00	24.4
Winnipeg...	" 21	1 Nor..	21.6	Feed..	96.6	25
Minneapolis	" 21	1 Hard	24.6	Rej...	1 07	17.6
Duluth.....	" 21	1 Hard	23.5	No. 4.	1 12.4	11.1
Winnipeg...	" 22	1 Nor..	22.4	Feed..	97.4	25
Minneapolis	" 22	1 Hard	26.3	N.G..	0 95	31.3
Duluth.....	" 22	1 Hard.	25.2	Mont.	1 11.6	13.4

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
			\$ cts.		\$ cts.	cts.
Winnipeg	Dec. 23	1 Nor..	1 21.4	No. 3 Nor.	1 14	7.4
Minneapolis.	" 23	1 Hard	1 26.6	Rej.....	1 10	16.6
Duluth	" 23	1 Hard....	1 25.2	No. 4.....	1 13	12.2
Winnipeg.....	" 24	1 Nor.....	1 21.2	No. 5.....	1 04.6	16.4
Minneapolis..	" 24	1 Hard....	1 26.5	Rej.....	1 11.4	15.1
Duluth.....	" 24	1 Hard....	1 25.5	No. 3.....	1 18.2	7.3
Winnipeg.....	" 25			Christmas	Day.	
Minneapolis..	" 25			"		
Duluth.....	" 25			"		
Winnipeg	" 26					
Minneapolis..	" 26	1 Hard....	1 28	Rej.....	1 10	18
Duluth.....	" 26	1 Hard....	1 26.7	No. 4.....	1 12.6	14.1
Winnipeg..	" 28	1 Nor.....	1 20.4	Feed.....	0 95.4	25
Minneapolis..	" 28	1 Nor.....	1 28.2	Rej.....	1 10.6	17.4
Duluth.....	" 28	1 Nor.....	1 26.4	No. 4.....	1 15.2	11.2
Winnipeg.....	" 29	1 Nor.....	1 22	Feed.....	0 97	25
Minneapolis..	" 29	1 Hard....	1 27	No. 4.....	1 08.6	18.2
Duluth.....	" 29	1 Hard....	1 26.1	No. 4.....	1 14.7	11.2
Winnipeg.....	" 30	1 Nor.....	1 22	Feed.....	0 97	25
Minneapolis..	" 30	1 Nor.....	1 27.3	Rej.....	1 13	14.3
Duluth.....	" 30	1 Nor.....	1 25.3	Montana...	1 20.4	4.7
Winnipeg.....	" 31	1 Nor.....	1 22.4	Feed.....	0 97.4	25
Minneapolis..	" 31	1 Hard....	1 27.3	Rej.....	1 08	19.3
Duluth.....	" 31	1 Hard....	1 26.2	No. 4.....	1 16.2	10
Winnipeg.....	1915					
Minneapolis..	Jan. 1					
Duluth.....						
Winnipeg.....	" 2					
Minneapolis..	" 2	1 Hard....	1 29.4	Rej.....	1 16	13.4
Duluth.....	" 2	1 Hard....	1 28.1	No. 4.....	1 17.1	11
Winnipeg.....	" 4	1 Nor.....	1 26.6	Feed.....	1 02	24.6
Minneapolis..	" 4	1 Hard....	1 33.1	Rej.....	1 07	26.1
Duluth.....	" 4	1 Hard....	1 31.3	No. 4.....	1 19.6	11.5
Winnipeg.....	" 5	1 Nor.....	1 29	Feed.....	1 04	25
Minneapolis..	" 5	1 Hard....	1 35.5	N.G.....	1 15	20.5
Duluth.....	" 5	1 Hard....	1 33.4	No. 4.....	1 20.6	12.6
Winnipeg.....	" 6	1 Nor.....	1 27.4	Feed.....	1 04	23.4
Minneapolis..	" 6	1 Nor.....	1 35.2	No. 4.....	1 19	16.2
Duluth.....	" 6	1 Nor.....	1 32.5	No. 4.....	1 20	12.5
Winnipeg.....	" 7	1 Nor.....	1 29.2	Feed.....	1 05.6	23.4
Minneapolis..	" 7	1 Hard....	1 37.4	N.G.....	1 12	25.4
Duluth.....	" 7	1 Hard....	1 34.6	No. 4.....	1 20.6	15
Winnipeg.....	" 8	1 Nor.....	1 32.6	Feed.....	1 08.6	24
Minneapolis..	" 8	1 Hard....	1 40.1	Rej.....	1 22	18.1
Duluth.....	" 8	1 Hard....	1 37.4	No. 3.....	1 31	6.4
Winnipeg.....	" 9	1 Nor.....	1 32	Feed.....	1 08	24
Minneapolis..	" 9	1 Nor.....	1 38.2	No. 4.....	1 22.1	16.1
Duluth.....	" 9	1 Hard....	1 35.3	No. 4.....	1 28.6	6.5

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg.....	Jan. 11	1 Nor.....	1 29.2	Feed.	1 05.4	23.6
Minneapolis.....	" 11	1 Nor.....	1 38.4	N.G.	1 18	20.4
Duluth.....	" 11	1 Nor.....	1 35.2	No. 4.	1 25.1	10.1
Winnipeg.....	" 12	1 Nor.....	1 32.5	Feed.	1 09	23.5
Minneapolis.....	" 12	1 Hard.....	1 37.4	Rej...	1 17.6	19.6
Duluth.....	" 12	1 Hard.....	1 34.4	No. 4.	1 24.2	10.2
Winnipeg.....	" 13	1 Nor.....	1 34.2	Feed.	1 11	23.2
Minneapolis.....	" 13	1 Hard.....	1 39.6	N.G.	1 20	19.6
Duluth.....	" 13	1 Hard.....	1 37.2	No. 3.	1 25.3	11.7
Winnipeg.....	" 14	1 Nor.....	1 35.6	Feed.	1 12	23.6
Minneapolis.....	" 14	1 Hard.....	1 41	Rej...	1 22.2	18.6
Duluth.....	" 14	1 Hard.....	1 40	No. 4.	1 32	8
Winnipeg.....	" 15	1 Nor.....	1 39	Feed....	1 15.4	23.4
Minneapolis.....	" 15	1 Hard.....	1 43	Rej....	1 24.2	18.6
Duluth.....	" 15	1 Hard.....	1 41.4	No. 4.	1 35	6.4
Winnipeg.....	" 16	1 Nor.....	1 38	Feed....	1 15.6	22.2
Minneapolis.....	" 16	1 Nor.....	1 42.2	Rej....	1 22	20.2
Duluth.....	" 16	1 Nor.....	1 39.6	Rej.....	1 25	14.6
Winnipeg.....	" 18	1 Nor.....	1 38.6	Feed....	1 18	20.6
Minneapolis.....	" 18	1 Hard.....	1 40.6	Rej....	1 20	20.6
Duluth.....	" 18	1 Hard.....	1 38.7	N.G..	1 27	11.7
Winnipeg.....	" 19	1 Nor.....	1 36.6	Feed....	1 15.2	21.4
Minneapolis.....	" 19	1 Nor.....	1 39.4	Rej....	1 21.2	18.2
Duluth.....	" 19	1 Nor.....	1 39.5	No. 4.	1 29.5	10
Winnipeg.....	" 20	1 Nor.....	1 37.6	Feed.....	1 17	20.6
Minneapolis.....	" 20	1 Hard.....	1 40.6	N.G..	1 18	22.6
Duluth.....	" 20	1 Hard.....	1 38.5	No. 4.	1 26	12.5
Winnipeg.....	" 21	1 Nor.....	1 38	Feed.....	1 17.2	20.6
Minneapolis.....	" 21	1 Hard.....	1 55	Rej.....	1 23.6	31.2
Duluth.....	" 21	1 Hard.....	1 39.1	No. 4.	1 27.4	11.5
Winnipeg.....	" 22	1 Nor.....	1 38.2	Feed....	1 17.6	20.4
Minneapolis.....	" 22	1 Hard.....	1 43.2	N.G....	1 25	18.2
Duluth.....	" 22	1 Nor.....	1 40	No. 4.	1 33.2	6.6
Winnipeg.....	" 23	1 Nor.....	1 38.6	Feed....	1 18.4	20.2
Minneapolis.....	" 23	1 Hard.....	1 42.5	Rej....	1 24.6	17.7
Duluth.....	" 23	1 Hard.....	1 40	No. 4.	1 30	10
Winnipeg.....	" 25	1 Nor.....	1 39.4	Feed....	1 19	20.4
Minneapolis.....	" 25	1 Hard.....	1 44.2	Rej....	1 27.2	17
Duluth.....	" 25	1 Hard.....	1 41.4	No. 4.	1 31.5	9.7
Winnipeg.....	" 26	1 Nor.....	1 40.3	Feed....	1 20	20.3
Minneapolis.....	" 26	1 Hard.....	1 44.7	Rej....	1 26.4	18.3
Duluth.....	" 26	1 Hard.....	1 42.7	No. 4.	1 32.4	10.3
Winnipeg.....	" 27	1 Nor.....	1 42	Feed....	1 20.2	21.6
Minneapolis.....	" 27	1 Hard.....	1 45.7	Rej....	1 30.4	15.3
Duluth.....	" 27	1 Hard.....	1 43.4	No. 4.	1 35.4	8
Winnipeg.....	" 28	1 Nor.....	1 44	Feed....	1 23.4	20.4
Minneapolis.....	" 28	1 Hard.....	1 49.1	N.G..	1 25	24.1
Duluth.....	" 28	1 Hard.....	1 46.4	No. 3.	1 40	6.4

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg	Jan 29	1 Nor..	1 42.4	Feed. .	1 22.2	20.2
Minneapolis	" 29	1 Nor..	1 49	Rej.	1 28	21
Duluth.....	" 29	1 Nor..	1 46	No. 4..	1 38	8
Winnipeg....	" 30	1 Nor...	1 45.4	Feed.....	1 29	16.4
Minneapolis.	" 30	1 Hard	1 49.5	N.G.....	1 29	20.5
Duluth	" 30	1 Hare	1 46.7	No. 4...	1 34.6	12.1
Winnipeg....	Feb. 1	1 Nor..	1 49.6	No. 6.....	1 32.2	17.4
Minneapolis.	" 1	1 Hard	1 52.7	Rej.....	1 33.4	19.3
Duluth	" 1	1 Hard	1 51.7	No. 4....	1 39.4	12.3
Winnipeg.....	" 2	1 Nor.....	1 53.6	No. 6.....	1 37	16.6
Minneapolis.	" 2	1 Hard....	1 57.4	Rej.....	1 39.4	18
Duluth	" 2	1 Durum...	1 61	Rej.....	1 39	22
Winnipeg.....	" 3	1 Nor.....	1 50.6	No. 3.....	1 46.6	4
Minneapolis.	" 3	1 Durum....	1 59	Rej.....	1 31	28
Duluth.....	" 3	1 Durum....	1 59	Rej.....	1 44.4	14.4
Winnipeg.....	" 4	1 Nor..	1 53	No. 6.....	1 36.2	16.6
Minneapolis..	" 4	1 Durum...	1 60.4	N.G.....	1 30	30.4
Duluth.....	" 4	1 Durum...	1 60.4	3 D.....	1 46.4	14
Winnipeg.....	" 5	1 Nor.....	1 55.4	No. 6.....	1 37.6	17.6
Minneapolis.	" 5	1 Durum....	1 61	N.G.....	1 38	23
Duluth.....	" 5	1 Durum....	1 61	No. 4.....	1 48.2	12.6
Winnipeg.....	" 6	1 Nor.....	1 55.7	No. 6.....	1 37.7	18
Minneapolis.	" 6	1 Durum....	1 60	N.G.....	1 34.2	25.6
Duluth.....	" 6	1 Durum....	1 60	No. 4.....	1 43	17
Winnipeg.....	" 8	1 Nor.....	1 55	Feed.....	1 33	22
Minneapolis.	" 8	1 Durum....	1 59.4	Rej.....	1 37.7	21.5
Duluth.....	" 8	1 Durum....	1 59.4	No. 4 D.	1 45	14.4
Winnipeg.....	" 9	1 Nor.....	1 55	Feed.....	1 33.6	21.2
Minneapolis.	" 9	1 D.....	1 60	Rej.....	1 36.4	23.4
Duluth.....	" 9	1 D.....	1 60	No. 4.....	1 43	17
Winnipeg....	" 10	1 Nor..	1 54.4	Feed.....	1 33.2	21.2
Minneapolis.	" 10	1 D.....	1 59.6	Rej.....	1 36.4	23.2
Duluth.....	" 10	1 D.....	1 59.6	No. 4.....	1 40.4	19.2
Winnipeg.....	" 11	1 Nor.....	1 53.2	Feed.....	1 31.4	21.6
Minneapolis.	" 11	1 Durum....	1 58.4	N.G.....	1 38	20.4
Duluth.....	" 11	1 Durum...	1 58.4	No. 4.....	1 41	17.4
Winnipeg.....	" 12	1 Nor.....	1 51.4	No. 6.....	1 34.4	17
Minneapolis.						
Duluth.....						
Winnipeg.....	" 13	1 Nor.....	1 48.6	No. 6.....	1 32	16.6
Minneapolis.	" 13	1 Durum....	1 54	N.G.....	1 24.2	29.6
Duluth.....	" 13	1 Durum...	1 54	No. 4.....	1 35.4	18.4
Winnipeg.....	" 15	1 Nor.....	1 52.4	No. 6.....	1 35.6	16.6
Minneapolis.	" 15	1 Durum....	1 56	Rej.....	1 30	26
Duluth.....	" 15	1 Durum...	1 56	No. 4.....	1 34.6	21.2
Winnipeg.....	" 16	1 Nor.....	1 56	No. 6.....	1 38.4	17.4
Minneapolis.	" 16	1 Durum....	1 60	Rej.....	1 35.5	24.3
Duluth.....	" 16	1 Durum...	1 60	No. 4.....	1 36	24

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive.

Market.	Date.	HIGHEST.		LOWEST.		Spread
		Grade.	Price.	Grade.	Price.	
			\$ cts.		\$ cts.	cts.
Winnipeg	Feb. 17	1 Nor....	1 55.2	No. 6..	1 37.2	18
Minneapolis..	" 17	1 Durum..	1 56.4	Rej....	1 32	24.4
Duluth.....	" 17	1 Durum..	1 56.4	No. 4...	1 32.5	23.7
Winnipeg...	" 18	1 Nor...	1 56	No. 6...	1 38.2	17.6
Minneapolis	" 18	1 Durum..	1 57.4	N.G....	1 30	27.4
Duluth....	" 18	1 Durum..	1 57.4	No. 4...	1 39.2	18.2
Winnipeg.	" 19	1 Nor....	1 56.6	Feed....	1 33.6	23
Minneapolis..	" 19	1 Durum..	1 58	N.G....	1 32	26
Duluth.....	" 19	1 Durum..	1 58	No. 4 D	1 38.4	19.4
Winnipeg.....	" 20	1 Nor....	1 56	Feed....	1 33	23
Minneapolis.	" 20	1 Durum..	1 59.4	N.G....	1 15	44.4
Duluth.....	" 20	1 Durum..	1 59.4	No. 3...	1 41.2	18.2
Winnipeg....	" 22	1 Nor.....	1 53	No. 6...	1 35	18
Minneapolis.			Public	Holiday.		
Duluth.....						
Winnipeg.....	" 23	1 Nor.....	1 52.2	Feed....	1 29	23.2
Minneapolis.....	" 23	1 Durum..	1 53.4	Rej.....	1 26	27.4
Duluth.....	" 23	1 Durum..	1 53.4	No. 4.	1 38.6	14.6
Winnipeg....	" 24	1 Nor..	1 53.2	Feed....	1 31	22.2
Minneapolis....	" 24	1 Durum..	1 55	Rej....	1 22	33
Duluth.....	" 24	1 Durum..	1 55	N.G....	1 25	30
Winnipeg....	" 25	1 Nor....	1 52.2	No. 6...	1 34.6	17.4
Minneapolis	" 25	1 Durum..	1 53.6	No. 4 D	1 24.2	29.4
Duluth.....	" 25	1 Durum..	1 53.6	No. 4...	1 35	18.6
Winnipeg....	" 26	1 Nor....	1 48.6	No. 6...	1 30.4	18.2
Minneapolis..	" 26	1 Durum..	1 50.4	No. 4 D	1 22	28.4
Duluth.....	" 26	1 Durum..	1 50.4	No. 4 D	1 27	23.4
Winnipeg.....	" 27	1 Nor...	1 52.4	Feed....	1 29.6	22.6
Minneapolis.	" 27	1 Durum..	1 54	N.G....	1 18	36
Duluth.....	" 27	1 Durum..	1 54	No. 4...	1 37.6	16.2
Winnipeg.....	Mar. 1	1 Nor....	1 48.4	Feed....	1 25	23.4
Minneapolis.	" 1	1 Durum..	1 50	Rej.....	1 19.4	30.4
Duluth.....	" 1	1 Durum..	1 50	Rej.....	1 31.6	18.2
Winnipeg.....	" 2	1 Nor....	1 42.6	Feed....	1 20	22.6
Minneapolis..	" 2	1 Durum..	1 44	N.G....	1 17.1	27.3
Duluth.....	" 2	1 Durum..	1 44.4	Rej.....	1 29	15.4
Winnipeg.....	" 3	1 Nor.....	1 43.4	Feed....	1 20.6	22.6
Minneapolis.	" 3	1 Hard....	1 43.7	Rej.....	1 16.4	27.3
Duluth.....	" 3	1 Durum..	1 46.4	No. 4...	1 24	22.6
Winnipeg.....	" 4	1 Nor....	1 40.1	Feed....	1 17.4	22.5
Minneapolis..	" 4	1 Durum..	1 43	N.G....	1 13.4	29.4
Duluth.....	" 4	1 Durum..	1 43	No. 4...	1 24	19
Winnipeg.....	" 5	1 Nor....	1 36.2	Feed....	1 13.6	22.4
Minneapolis.	" 5	1 Durum..	1 40	Rej.....	1 14	26
Duluth.....	" 5	1 Durum..	1 40	No. 4...	1 22	18
Winnipeg....	" 6	1 Nor....	1 40	Feed....	1 17.2	22.6
Minneapolis.	" 6	1 Durum..	1 41.4	N.G....	1 12	29.4
Duluth.....	" 6	1 Hard..	1 42.2	No. 4...	1 23	19.2

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	1915					cts.
Winnipeg...	Mar. 8	1 Nor...	1 44.6	Feed.....	1 22	22.6
Minneapolis	" 8	1 Dur...	1 47	Rej.....	1 18.3	28.5
Duluth	" 8	1 Hard	1 49.2	No. 4.....	1 28	21.2
Winnipeg....	" 9	1 Nor...	1 48.4	Feed.....	1 27	21.4
Minneapolis	" 9	1 Durum...	1 52	Rej.....	1 25	27
Duluth.....	" 9	1 Hard....	1 53	No. 4.....	1 30.5	23.1
Winnipeg.....	" 10	1 Nor.....	1 47.6	F. D.....	1 24.6	23
Minneapolis	" 10	1 Dur.....	1 50	N.G.....	1 23.5	26.3
Duluth	" 10	1 Hard.....	1 51.1	3 Spring....	1 37	14.1
Winnipeg.....	" 11	1 Nor.....	1 48.6	F. D.....	1 26.6	22
Minneapolis.	" 11	1 Dur.....	1 52	No. 4.....	1 29	23
Duluth.....	" 11	1 Dur.....	1 51.4	No. 4.....	1 34	17.4
Winnipeg.....	" 12	1 Nor.....	1 50.6	F. D.....	1 29	21.6
Minneapolis.	" 12	1 Dur.....	1 53	N.G.....	1 25	28
Duluth.....	" 12	1 Hard.....	1 53.3	No. 4.....	1 37	16.3
Winnipeg.....	" 13	1 Nor.....	1 51	F. D.....	1 29	22
Minneapolis.	" 13	1 Dur.....	1 53.4	N.G.....	1 30	23.4
Duluth.....	" 13	1 Hard.....	1 53.4	2 N.....	1 48.4	5
Winnipeg.....	" 15	1 Nor.....	1 54	No. 6.....	1 36	17
Minneapolis.	" 15	1 Hard.....	1 57.2	N.G.....	1 31.6	25.4
Duluth.....	" 15	1 Hard.....	1 56.7	No. 4.....	1 41.2	15.5
Winnipeg.....	" 16	1 Nor.....	1 53.2	F. D.....	1 31.6	21.4
Minneapolis	" 16	1 Dur.....	1 57	No. 4.....	1 42.2	15.6
Duluth	" 16	1 Hard.....	1 56.4	3 Spring. .	1 45.6	10.6
Winnipeg.....	" 17	1 Nor.....	1 51.2	F. D.....	1 29	22.2
Minneapolis	" 17	1 Dur.....	1 55.4	No. 4.....	1 35	20.4
Duluth	" 17	1 Dur.....	1 54.4	3 Spring. .	1 41	13.4
Winnipeg.....	" 18	1 Nor.....	1 53	No. 6.....	1 35.2	17.6
Minneapolis	" 18	1 Dur.....	1 57.4	N.G.....	1 26	31.4
Duluth.....	" 18	1 Dur.....	1 56.4	No. 4.....	1 35	21.4
Winnipeg.....	" 19	1 Nor.....	1 52.2	No. 6.....	1 34.4	17.6
Minneapolis.	" 19	1 Dur.....	1 58.4	Rej.....	1 30	28.4
Duluth.....	" 19	1 Dur.....	1 57.4	3 Spring....	1 47	10.4
Winnipeg.....	" 20	1 Nor.....	1 52	No. 6.....	1 34.6	17.2
Minneapolis.	" 20	1 Dur.....	1 57.4	Rej.....	1 27.5	29.7
Duluth.....	" 20	1 Dur.....	1 56.4	No. 4.....	1 35.6	20.8
Winnipeg.....	" 22	2 Nor.....	1 48.2	No. 6.....	1 30.6	17.4
Minneapolis.	" 22	1 Dur.....	1 55.4	Rej.....	1 20	35.4
Duluth.....	" 22	1 Dur.....	1 54.4	No. 4.....	1 38.2	16.2
Winnipeg.....	" 23	1 Nor.....	1 51.4	No. 6.....	1 33.2	18.2
Minneapolis.	" 23	1 Dur.....	1 57	Rej.....	1 25	32
Duluth.....	" 23	1 Dur.....	1 56.3	Spring.....	1 39.3	16.5
Winnipeg.....	" 24	1 Nor.....	1 51.2	No. 6.....	1 33	18.2
Minneapolis.	" 24	1 Dur.....	1 57	3 Spring....	1 37	20
Duluth.....	" 24	1 Dur.....	1 56	No. 4.....	1 35	21
Winnipeg.....	" 25	1 Nor.....	1 50	No. 6.....	1 32.2	17.6
Minneapolis.	" 25	1 Dur.....	1 56	N.G.....	1 20	36
Duluth.....	" 25	1 Dur.....	1 55	No. 4.....	1 37	13

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg....	Mar. 26	1 Nor..	1 46.6	No. 6....	1 29	17.6
Minneapolis..	" 26	1 Dur..	1 55.2	Rej....	1 15	40.2
Duluth.....	" 26	1 Dur..	1 54.2	3 Spring..	1 42.1	12.1
Winnipeg....	" 27	1 Nor..	1 45.7	No. 6.	1 28.1	17.6
Minneapolis..	" 27	1 Dur..	1 53	No. 4.	1 22	31.6
Duluth.....	" 27	1 Dur..	1 52	No. 4.	1 30.2	21.6
Winnipeg....	" 29	1 Nor..	1 47.4	F.D.....	1 25.6	21.6
Minneapolis..	" 29	1 Dur..	1 53	N.G.....	1 05	48
Duluth.....	" 29	1 Dur..	1 52	3 Spring..	1 40.1	12.7
Winnipeg....	" 30	1 Nor..	1 50.2	F.D.	1 28.4	21.6
Minneapolis..	" 30	1 Dur..	1 55.4	N.G....	1 18	37.4
Duluth.....	" 30	1 Hard.	1 54	No. 4.	1 34	20.7
Winnipeg....	" 31	1 Nor..	1 49.4	F.D..	1 27.6	21.6
Minneapolis..	" 31	1 Dur..	1 54.6	Rej...	1 20	34.6
Duluth.....	" 31	1 Dur..	1 53.6	No. 4.	1 33.2	20.4
Winnipeg....	April 1	1 Nor..	1 49.6	Feed....	1 28	21.6
Minneapolis..	" 1	1 Dur..	1 55.6	Rej....	1 21	34.6
Duluth.....	" 1	1 Dur..	1 54.6	No. 4.	1 39.7	14.7
Winnipeg....	" 3	1 Nor..	1 50.7	Feed....	1 29	21.7
Minneapolis..	" 3	1 Dur..	1 56	N.G..	1 20	36
Duluth.....	" 3	1 Dur..	1 55	No. 4.	1 37.3	17.5
Winnipeg....	" 5	1 Nor..	1 52.2	No. 6.	1 35.6	16.4
Minneapolis..	" 5	1 Dur..	1 57.4	Rej...	1 18	39.4
Duluth.....	" 5	1 Hard.	1 56.5	No. 4.	1 40.2	16.3
Winnipeg....	" 6	1 Nor..	1 52.1	No. 6..	1 36	16.1
Minneapolis..	" 6	1 Dur..	1 57	Rej...	1 21	36
Duluth.....	" 6	1 Hard.	1 56.6	No. 4.	1 40.2	16.4
Winnipeg....	" 7	1 Nor..	1 50.1	Feed...	1 28.5	21.4
Minneapolis..	" 7	1 Dur..	1 57.2	Rej.	1 23.4	33.6
Duluth.....	" 7	1 Dur..	1 57.2	No. 4.	1 41.4	15.6
Winnipeg....	" 8	1 Nor..	1 49.2	No. 6.....	1 33.3	15.7
Minneapolis..	" 8	1 Dur..	1 57	Rej.....	1 22.2	34.6
Duluth.....	" 8	1 Dur..	1 56	No. 3 Nor.	1 45.3	10.5
Winnipeg....	" 9	1 Nor..	1 51	No. 6.	1 35	16
Minneapolis..	" 9	1 Dur..	1 58.2	Rej...	1 10	48.2
Duluth.....	" 9	1 Dur..	1 57.2	No. 4.	1 37.6	19.4
Winnipeg....	" 10	1 Nor..	1 50.7	No. 6.	1 34.7	16
Minneapolis..	" 10	1 Dur..	1 58.2	No. 4.	1 33	25.2
Duluth.....	" 10	1 Dur..	1 57.2	No. 4.	1 40	17.2
Winnipeg....	" 12	1 Nor..	1 52	No. 6.	1 36	16
Minneapolis..	" 12	1 Dur..	1 59.2	N.G..	1 24	35.2
Duluth.....	" 12	1 Dur..	1 58.2	No. 4.	1 33	25.2
Winnipeg....	" 13	1 Nor..	1 52.4	No. 6.	1 36.2	16.2
Minneapolis..	" 13	1 Dur..	1 61.2	N.G..	1 19.4	41.6
Duluth.....	" 13	1 Dur..	1 63.2	No. 4.	1 41.2	22
Winnipeg....	" 14	1 Nor..	1 55.5	No. 6.	1 39.7	15.6
Minneapolis..	" 14	1 Dur..	1 75	Rej...	1 26.3	48.5
Duluth.....	" 14	1 Dur..	1 75	No. 4.	1 42.4	32.4

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread of the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive.

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
			\$ cts.		\$ cts.	cts.
Winnipeg...	April 15	1 Nor...	1 56.4	No. 6...	1 40.6	15.6
Minneapolis	" 15	1 Dur...	1 73	Rej...	1 24	49
Duluth	" 15	1 Dur...	1 73	No. 4...	1 43.2	29.6
Winnipeg.....	" 16	1 Nor...	1 57.7	No. 6.....	1 42.1	15.6
Minneapolis	" 16	1 Dur.....	1 73	Rej.....	1 15	58
Duluth.....	" 16	1 Dur.....	1 73	No. 4.....	1 46.4	26.4
Winnipeg.....	" 17	1 Nor.....	1 58	No. 6.....	1 42.4	16.4
Minneapolis	" 17	1 Dur.....	1 71.4	N.G.....	1 25.2	46.2
Duluth.....	" 17	1 Dur.....	1 71.4	No. 4.....	1 45.5	25.7
Winnipeg.....	" 19	1 Nor.....	1 60.5	No. 6.....	1 45	15.5
Minneapolis	" 19	1 Dur.....	1 75	No. 4.....	1 41	34
Duluth.....	" 19	1 Dur.....	1 75	No. 3 Spring	1 53.5	21.3
Winnipeg.....	" 20	1 Nor.....	1 57.7			
Minneapolis	" 20	1 Dur.....	1 73	Rej.....	1 34.2	38.6
Duluth.....	" 20	1 Dur.....	1 73	No. 4.....	1 43.5	29.3
Winnipeg.....	" 21	1 Nor...	1 58.6	No. 6.....	1 42.4	16.2
Minneapolis	" 21	1 Dur.....	1 70	N.G.....	1 26	44
Duluth.....	" 21	1 Dur.....	1 70	No. 3 Spring	1 51.4	17.4
Winnipeg.....	" 22	1 Nor.....	1 58.6	No. 6.....	1 42.4	16.2
Minneapolis	" 22	1 Dur.....	1 70.4	N.G.....	1 23	47.4
Duluth.....	" 22	1 Dur.....	1 70.4	No. 4.....	1 46.4	24
Winnipeg.....	" 23	1 Nor.....	1 61.2	No. 6.....	1 44.5	16.5
Minneapolis	" 23	1 Dur.....	1 71	N.G.....	1 36.7	34.1
Duluth.....	" 23	1 Dur.....	1 71	No. 3 Spring	1 54.4	16.4
Winnipeg.....	" 24	1 Nor.....	1 63.7	No. 4.....	1 55.2	8.5
Minneapolis	" 24	1 Dur.....	1 72.4	N.G.....	1 42	30.4
Duluth.....	" 24	1 Dur.....	1 72.4	No. 4.....	1 46.4	26
Winnipeg.....	" 26	1 Nor.....	1 63.5	Nor.....	1 59.4	4.1
Minneapolis	" 26	1 Dur.....	1 72	Rej.....	1 40.4	31.4
Duluth.....	" 26	1 Dur.....	1 72	No. 4.....	1 49	23
Winnipeg.....	" 27	1 Nor.....	1 61.2	3 Nor.....	1 56.4	4.6
Minneapolis	" 27	1 Dur.....	1 71	Rej.....	1 38.4	32.4
Duluth.....	" 27	1 Dur.....	1 70.4	Rej.....	1 42.2	28.2
Winnipeg.....	" 28	1 Nor.....	1 63.2	3 Nor.....	1 58.6	4.4
Minneapolis	" 28	1 Dur.....	1 70.4	No. 4.....	1 41	29.4
Duluth.....	" 28	1 Dur.....	1 70.4	No. 4.....	1 48.2	22.2
Winnipeg.....	April 29	1 Nor.....	1 63	No. 5.....	1 48.1	15.7
Minneapolis	" 29	1 Dur.....	1 70.4	Rej.....	1 37.4	33
Duluth.....	" 29	1 Dur.....	1 70.4	No. 4.....	1 52	18.4
Winnipeg.....	" 30	1 Nor.....	1 62.1	No. 6.....	1 43.2	18.7
Minneapolis	" 30	1 Dur.....	1 70	No. 4.....	1 38.4	31.4
Duluth.....	" 30	1 Dur.....	1 70	No. 4.....	1 52.2	17.6
Winnipeg.....	May 1	1 Nor.....	1 63	No. 6.....	1 43.4	19.4
Minneapolis	" 1	1 Dur.....	1 70	Rej.....	1 37	33
Duluth.....	" 1	1 Dur.....	1 70	No. 3.....	1 55	15
Winnipeg.....	" 3			Arbor Day		
Minneapolis	" 3	1 Dur.....	1 70	N.G.....	1 28	42
Duluth.....	" 3	1 Dur.....	1 70	No. 4.....	1 52.4	17.4

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—Continued.

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915	\$ cts.		\$ cts.		cts.
Winnipeg	May	4 1 Nor...	1 64	No. 6.	1 44.6	19.2
Minneapolis....	"	4 1 Dur..	1 70.6	No. 4.	1 38.5	32.1
Duluth	"	4 1 Dur..	1 70.6	No. 4.	1 54.2	16.4
Winnipeg.....	"	5 1 Nor..	1 64.4	2 Nor..	1 62	2.4
Minneapolis....	"	5 1 Dur..	1 67	Rej...	1 40	27
Duluth.....	"	5 1 Dur....	1 67	No. 4.	1 46	21
Winnipeg	"	6 1 Nor....	1 63.2	No. 4.	1 50.4	12.6
Minneapolis....	"	6 1 Dur....	1 66	N.G.	1 35.3	30.5
Duluth.....	"	6 1 Dur..	1 66	No. 4.	1 46.4	19.4
Winnipeg.....	"	7 1 Nor....	1 62	No. 4.....	1 49	13
Minneapolis....	"	7 1 Dur....	1 65	No. 4 Dur.	1 36	29
Duluth.....	"	7 1 Dur....	1 65	No. 3 Dur.	1 55	10
Winnipeg.....	"	8 1 Nor....	1 59	Feed....	1 30.6	28.2
Minneapolis....	"	8 1 Dur....	1 59	N.G....	1 25	34
Duluth.....	"	8 1 Dur....	1 59	No. 4.	1 46	13
Winnipeg.....	"	10 1 Nor....	1 58.4	No. 6.....	1 35	23.4
Minneapolis....	"	10 1 Hard....	1 55.5	Rej....	1 20	35.5
Duluth.....	"	10 1 Hard....	1 55	3 Dur...	1 43	12
Winnipeg.....	"	11 1 Hor....	1 62.4	No. 6.....	1 40.2	22.2
Minneapolis....	"	11 1 Hard....	1 63.1	Rej.....	1 33.4	29.5
Duluth.....	"	11 1 Hard....	1 61.4	4 Mxd. Dur.	1 35	26.4
Winnipeg.....	"	12 1 Nor....	1 61	No. 6	1 40	21
Minneapolis....	"	12 1 Hard....	1 61.6	4 Mxd. Dur.	1 36.2	25.4
Duluth.....	"	12 1 Hard....	1 60.2	No. 3....	1 51.	9
Winnipeg.....	"	13 1 Nor..	1 60.2	No. 6.	1 39.2	21
Minneapolis....	"	13 1 Hard....	1 60.4	No. 4.	1 45	15.4
Duluth.....	"	13 1 Hard....	1 58.4	4 Dur...	1 40	18.4
Winnipeg.....	"	14 1 Nor..	1 58.1	No. 6.....	1 37.5	20.4
Minneapolis....	"	14 1 Hard....	1 57.6	3 Mxd. Dur.	1 40	17.6
Duluth.....	"	14 1 Hard....	1 56.1	3 Mxd. Dur.	1 45	11.1
Winnipeg.....	"	15 1 Nor..	1 59.1	No. 6.	1 38.4	20.5
Minneapolis....	"	15 1 Hard....	1 57.6	N.G....	1 25	32.6
Duluth.....	"	15 1 Hard....	1 56.4	No. 4.	1 42	14.4
Winnipeg.....	"	17 1 Nor...	1 60.4	No. 6.	1 40	20.4
Minneapolis....	"	17 1 Hard....	1 59	4 Dur..	1 31	28
Duluth.....	"	17 1 Hard....	1 57.5	No. 4.	1 42.4	15.1
Winnipeg.....	"	18 1 Nor..	1 58.4	No. 6..	1 39.6	18.6
Minneapolis....	"	18 1 Hard....	1 58	4 Dur..	1 35	23
Duluth.....	"	18 1 Hard....	1 56.2	3 Mxd. Dur.	1 41	15.2
Winnipeg.....	"	19 1 Nor..	1 58.6	No. 6.....	1 39.6	19
Minneapolis....	"	19 1 Hard....	1 58.7	No. 4.....	1 44.5	14.2
Duluth.....	"	19 1 Hard....	1 55.4	4 Hard. M't.	1 46.2	9.2
Winnipeg.....	"	20 1 Nor..	1 58.7	No. 6.	1 39.7	19
Minneapolis....	"	20 1 Hard....	1 61.6	No. 4.	1 44	17.6
Duluth.....	"	20 1 Hard....	1 56.7	No. 4.	1 47	9.7
Winnipeg.....	"	21 1 Nor..	1 58.7	Feed....	1 23.7	25
Minneapolis....	"	21 1 Hard....	1 64.3	4 Mxd. Dur.	1 40	24.3
Duluth.....	"	21 1 Hard....	1 59	4 Dur..	1 20	39

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg....	May 22	1 Nor.....	1 58	Feed.....	1 33	25
Minneapolis.....	" 22	1 Hard.....	1 62.4	4 Dur.....	1 32	30.4
Duluth.....	" 22	1 Hard.....	1 59.4	3 Dur.....	1 44.4	15
Winnipeg....	" 24			Holiday.		
Minneapolis.....	" 24	1 Hard.....	1 58.7	4 Dur.....	1 30	28.7
Duluth.....	" 24	1 Hard.....	1 57	3 Mxd. Dur.	1 45.4	11.4
Winnipeg....	" 25	1 Nor.....	1 58	Feed.....	1 33	25
Minneapolis.....	" 25	1 Hard.....	1 60.6	Rej.....	1 42	18.6
Duluth.....	" 25	1 Hard.....	1 57.7	3 Dur.....	1 46	11.7
Winnipeg....	" 26	1 Nor.....	1 55.3	No. 6.....	1 34.7	20.4
Minneapolis.....	" 26	1 Hard.....	1 57.1	Rej.....	1 35	22.1
Duluth.....	" 26	1 Hard.....	1 54.6	1 Mxd. Dur.	1 15	39.6
Winnipeg....	" 27	1 Nor.....	1 53.5	No. 6.....	1 33.5	20
Minneapolis.....	" 27	1 Hard.....	1 56.7	Rej.....	1 34.4	22.3
Duluth.....	" 27	1 Hard.....	1 53.5	3 Dur.....	1 42	11.5
Winnipeg....	" 28	1 Nor.....	1 52.5	No. 6.....	1 29.3	23.2
Minneapolis.....	" 28	1 Hard.....	1 54	Rej.....	1 32.4	21.4
Duluth.....	" 28	1 Hard.....	1 52.4	N.G.....	1 25	27.4
Winnipeg....	" 29	2 Nor.....	1 46.2	No. 6.....	1 26	20.2
Minneapolis.....	" 29	1 Hard.....	1 53	No. 3.....	1 37	16
Duluth.....	" 29	1 Hard.....	1 50.2	No. 3.....	1 40	10.2
Winnipeg....	" 31	1 Nor.....	1 44.2	No. 6.....	1 23.2	21
Minneapolis.....	" 31			Holiday.		
Duluth.....	" 31			"		
Winnipeg....	June 1	1 Hard.....	1 41	No. 5.....	1 25	16
Minneapolis.....	" 1	1 Hard.....	1 43	No. 3 D.....	1 27	16
Duluth.....	" 1	1 Hard.....	1 41.5	3 D.....	1 30	11.5
Winnipeg....	" 2	1 Nor.....	1 37.4	No. 6.....	1 16.4	21
Minneapolis.....	" 2	1 Hard.....	1 41.6	No. 4.....	1 20	21.6
Duluth.....	" 2	1 Hard.....	1 38.7	3 D.....	1 25	13.7
Winnipeg....	" 3					
Minneapolis.....	" 3	1 Hard.....	1 45	4 Hard.....	1 20	25
Duluth.....	" 3	1 Dur.....	1 42	2 Nor.....	1 33	9
Winnipeg....	" 4	1 Nor.....	1 38.4	No. 6.....	1 17	21.4
Minneapolis.....	" 4	1 Hard.....	1 44	4 D.....	1 20	24
Duluth.....	" 4	1 Hard.....	1 39.4	4 D.....	1 31	8.4
Winnipeg....	" 5	1 Nor.....	1 35.6	No. 6.....	1 14.2	21.4
Minneapolis.....	" 5	1 Hard.....	1 41	Rej.....	1 22	19
Duluth.....	" 5	1 Hard.....	1 36.2	No. 4.....	1 25	11.2
Winnipeg....	" 7	1 Nor.....	1 28	No. 6.....	1 07	21
Minneapolis.....	" 7	1 Hard.....	1 37	3 Dur.....	1 14	23
Duluth.....	" 7	1 Hard.....	1 28.7	No. 4.....	1 18	10.7
Winnipeg....	" 8	1 Nor.....	1 29.5	No. 4.....	1 19.7	9.6
Minneapolis.....	" 8	1 Hard.....	1 36.4	No. 4.....	1 14	22.4
Duluth.....	" 8	1 Hard.....	1 29.1	D.....	1 14	15.1
Winnipeg....	" 9	1 Nor.....	1 25	No. 4.....	1 15.3	9.5
Minneapolis.....	" 9	1 Hard.....	1 32.4	3 D.....	1 19	13.4
Duluth.....	" 9	1 Hard.....	1 29.4	2 Nor.....	1 23	6.4

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg.....	June 10	1 Nor..	1 20.4	No. 6.	0 98.4	22
Minneapolis	" 10	1 Hard	1 29.4	No. 4.	1 14.4	15
Duluth.....	" 10	1 Hard	1 25.6	2 D..	1 17	8.6
Winnipeg...	" 11	1 Nor..	1 21.4	No. 6.	0 99.4	22
Minneapolis	" 11	1 Hard	1 28.3	Rej...	1 02	26.3
Duluth.....	" 11	1 Hard	1 26	No. 4.	1 04	22
Winnipeg.....	" 12	1 Nor..	1 22	No. 6.	1 01	21
Minneapolis	" 12	1 Hard	1 31.1	4 D...	1 06.4	24.5
Duluth.....	" 12	1 Hard	1 28.2	1 D...	1 19	9.2
Winnipeg.....	" 14	1 Nor..	1 21	No. 6.....	0 98.6	22.2
Minneapolis	" 14	1 Hard	1 27.4	4 D.....	1 09	18.4
Duluth.....	" 14	1 Hard	1 24.6	Westn. Wht.	1 07.6	17
Winnipeg.....	" 15	1 Nor..	1 18.2	No. 6.	0 96	22.2
Minneapolis	" 15	1 Hard	1 23.3	Rej...	1 00	23.3
Duluth.....	" 15	1 Hard	1 21.6	2 D....	1 13	9.6
Winnipeg.....	" 16	No. 4.	1 10	No. 6.	0 98	12
Minneapolis	" 16	1 Hard	1 26.3	No. 4.	1 08	18.3
Duluth.....	" 16	1 Hard	1 24	No. 4.	1 14.6	9.2
Winnipeg.....	" 17	3 Nor..	1 14	No. 6.....	0 97.4	17.4
Minneapolis	" 17	1 Hard	1 29.6	Rej.....	0 95.4	34.2
Duluth.....	" 17	1 Hard	1 25.2	2 H. Mont.	1 11	14.2
Winnipeg.....	" 18	2 Nor..	1 18.2	No. 5.	1 05.4	12.6
Minneapolis	" 18	1 Hard	1 32	Rej...	1 09.4	22.4
Duluth.....	" 18	1 Hard	1 28.4	2 D...	1 12.4	16
Winnipeg.....	" 19	1 Nor..	1 20.6	No. 5.	1 04.6	16
Minneapolis	" 19	1 Hard	1 32.2	Rej...	1 02	30.2
Duluth.....	" 19	1 Hard	1 30.1	2 Nor..	1 25	5.1
Winnipeg.....	" 21	1 Nor..	1 18.6	No. 5.	1 02.6	16
Minneapolis	" 21	1 Hard	1 28	4 D...	1 00	28
Duluth.....	" 21	1 Hard	1 27	3 D..	1 10	17
Winnipeg.....	" 22	1 Nor..	1 19.4	No. 6.	0 98.4	21
Minneapolis	" 22	1 Hard	1 29.2	Rej...	1 10	19.2
Duluth.....	" 22	1 Hard	1 27.2	2 D...	1 12	15.2
Winnipeg.....	" 23	1 Nor..	1 24	No. 5.....	1 07.4	16.4
Minneapolis	" 23	1 Hard	1 32.6	No. 4.....	1 14	18.6
Duluth.....	" 23	1 Hard	1 30	2 H.W. Mon.	1 19	11
Winnipeg...	" 24	1 Nor..	1 27.2	3 Nor..	1 19.6	7.4
Minneapolis	" 24	1 Hard	1 34	N.G..	1 00	34
Duluth.....	" 24	1 Hard	1 33.1	2 D	1 15	18.1
Winnipeg.....	" 25	1 Nor..	1 29.4	No. 5.	1 13	16.4
Minneapolis	" 25	1 Hard	1 36	No. 4.	1 17.2	18.6
Duluth.....	" 25	1 Hard	1 33	No. 3.	1 28	5
Winnipeg.....	" 26	1 Nor..	1 30	3 Nor..	1 22.4	7.4
Minneapolis	" 26	1 Hard	1 35	3 D..	1 12	23
Duluth.....	" 26	1 Hard	1 33	4 D..	0 90	43
Winnipeg.....	" 28	1 Nor....	1 32.4	3 Nor.....	1 25.4	7
Minneapolis	" 28	1 Hard	1 36.7	N.G.....	1 07	29.7
D. luth.....	" 28	1 Hard	1 37	2 H.W. Mon.	1 21.4	15.4

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg....	June 29	1 Nor..	1 29.6	No. 4..	1 11.4	10.2
Minneapolis..	" 29	1 Hard....	1 36.2	4 D....	1 11	25.2
Duluth.....	" 29	1 Hard....	1 38	3 D....	1 14	24
Winnipeg.....	" 30	1 Nor....	1 28.2	No. 4....	1 18	10.2
Minneapolis..	" 30	1 Hard....	1 37	3 D....	1 06	31
Duluth.....	" 30	1 Hard....	1 38.4	3 D....	1 15	23.4
Winnipeg.....	July 1			Holiday.		
Minneapolis..	" 1	1 Hard....	1 38.2	No. 4....	1 21.4	16.6
Duluth.....	" 1	1 Hard....	1 40.4	3 D....	1 13.4	27
Winnipeg.....	" 2	1 Nor....	1 32.6	3 Nor....	1 25.6	7
Minneapolis..	" 2	1 Hard....	1 43.6	4 Dur....	1 02	41.6
Duluth.....	" 2	1 Nor....	1 49	3 D....	1 13	36
Winnipeg.....	" 3	1 Nor..	1 31.2	3 Nor..	1 24.2	7
Minneapolis..	" 3	1 Nor....	1 43.4	3 D....	1 22	21.4
Duluth.....	" 3	1 Hard....	1 42	3 D....	1 20	22
Winnipeg.....	" 5	1 Nor....	1 28.4	No. 4....	1 17	11.4
Minneapolis..	" 5			Holiday.		
Duluth.....	" 5			"		
Winnipeg.....	" 6	1 Nor....	1 29	3 Nor....	1 21	8
Minneapolis..	" 6	1 Nor....	1 40	N.G. Dr....	1 00	40
Duluth.....	" 6	1 Nor....	1 39	2 Dr....	1 17	22
Winnipeg.....	" 7	1 Nor....	1 30	3 Nor....	1 22	8
Minneapolis..	" 7	1 Hard....	1 41.3	4 D....	1 05	36.3
Duluth.....	" 7	1 Hard....	1 37	3 D....	1 07.4	29.4
Winnipeg.....	" 8	1 Nor....	1 34	3 Nor....	1 26	8
Minneapolis..	" 8	1 Hard....	1 41.6	4 Dur....	1 00	41.6
Duluth.....	" 8	1 Hard....	1 38.6	2 Dur....	1 22	16.6
Winnipeg.....	" 9	1 Nor....	1 37.4	3 Nor....	1 30	7.4
Minneapolis..	" 9	1 Hard....	1 44	N.G....	0 97.4	46.4
Duluth.....	" 9	1 Hard....	1 41.4	2 Dur....	1 22	19.4
Winnipeg.....	" 10	1 Nor....	1 34.2	3 Nor....	1 26.2	8
Minneapolis..	" 10	1 Nor....	1 44.4	2 Dur....	1 25	19.4
Duluth.....	" 10	1 Nor....	1 42	2 Dur....	1 20	22
Winnipeg.....	" 12	1 Nor....	1 35.3	3 Nor....	1 27.7	7.4
Minneapolis..	" 12	1 Hard....	1 44.4	4 Dur....	1 02	42.4
Duluth.....	" 12	1 Hard....	1 41.6	4 Dur....	1 14	27.6
Winnipeg.....	" 13	1 Nor....	1 36.6	3 Nor....	1 23.6	8
Minneapolis..	" 13	1 Hard....	1 45	4 Dur....	1 05	40
Duluth....	" 13	1 Hard....	1 43.4	2 Dur....	1 11	32.4
Winnipeg.....	" 14	1 Nor....	1 37.7	3 Nor....	1 30.1	7.6
Minneapolis..	" 14	1 Hard....	1 49.4	S. G. Dr....	1 00	
Duluth.....	" 14	1 Hard....	1 47	2 D....	1 13.2	
Winnipeg.....	" 15	1 Nor....	1 38.4	3 Nor....	1 30.6	
Minneapolis..	" 15	1 Hard....	1 49.4	N.G....	1 10	39
Duluth.....	" 15	1 Nor....	1 46.4	2 D....	1 16	30.4
Winnipeg.....	" 16	1 Nor....	1 38.4	3 Nor....	1 30.7	7.5
Minneapolis..	" 16	1 Hard....	1 49.4	4 Dur....	1 05	44.4
Duluth.....	" 16	1 Hard....	1 45.4	1 Dur....	1 11	34.4

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	cts.
Winnipeg.....	July 17	1 Nor..	1 39 4	3 Nor..	1 31 7	7 5
Minneapolis..	" 17	1 Hard	1 49	4 Dur..	1 05	44
Duluth.....	" 17	1 Hard	1 46	4 Dur..	1 14	52
Winnipeg.....	" 19	1 Nor..	1 40	No. 6..	1 10	50
Minneapolis..	" 19	1 Hard	1 51 4	N.G....	0 97	54 4
Duluth.....	" 19	1 Hard	1 48	3 Dur..	1 17	51
Winnipeg.....	" 20	1 Nor..	1 37	3 Nor..	1 28 1	5 7
Minneapolis..	" 20	1 Nor..	1 50 3	N.G....	0 90	59 4
Duluth.....	" 20	1 Hard	1 48	2 Dur..	1 25	23
Winnipeg.....	" 21	1 Nor..	1 34 4	3 Nor..	1 26 4	8
Minneapolis..	" 21	1 Hard	1 48	4 Dur..	1 05	43
Duluth.....	" 21	1 Nor..	1 46	2 Dur..	1 23	23
						7 6
Winnipeg.....	" 22	1 Nor..	13 6 4	3 Nor..	1 28 6	
Minneapolis..	" 22	1 Hard	1 48 2	Rej....	1 15	33 2
Duluth.....	" 22	1 Hard	1 43	2 Dur..	1 20	23
Winnipeg.....	" 23	1 Nor..	1 37	3 Nor..	1 29 3	7 5
Minneapolis..	" 23	1 Hard	1 50 5	N.G....	0 87	61 5
Duluth.....	" 23	1 Hard	1 45	2 Dur..	1 21	24
Winnipeg.....	" 24	1 Nor..	1 39 2	3 Nor..	1 31 4	7 6
Minneapolis..	" 24	1 Hard	1 52	3 Dur..	1 18 4	34 4
Duluth.....	" 24	1 Hard	1 50	2 Dur..	1 21	29
Winnipeg.....	" 26	1 Nor..	1 37	3 Nor..	1 29 2	7 6
Minneapolis..	" 26	1 Nor..	1 51 4	3 Dur..	1 15	36 4
Duluth.....	" 26	1 Hard	1 53	3 Dur..	1 16	37
Winnipeg.....	" 27	1 Nor..	1 36 4	3 Nor....	1 28 6	7 6
Minneapolis..	" 27	1 Hard	1 51 7	N.G. Dr..	1 06	45 7
Duluth.....	" 27	1 Hard	1 52	2 Dur....	1 20	32
Winnipeg.....	" 28	1 Nor..	1 32 6	3 Nor..	1 24 6	8
Minneapolis..	" 28	1 Hard	1 51 2	4 Dur..	1 10	41 2
Duluth.....	" 28	1 Hard	1 52	2 Dur..	1 20	32
Winnipeg.....	" 29	1 Nor..	1 27 4	3 Nor..	1 19 4	8
Minneapolis..	" 29	1 Nor..	1 49 7	4 Dur..	1 05	44 7
Duluth.....	" 29	1 Nor..	1 58	2 Dur..	1 18	40
Winnipeg.....	" 30	1 Nor..	1 27 4	3 Nor..	1 19 4	8
Minneapolis..	" 30	1 Nor..	1 47 6	No. 4....	1 15	32 6
Duluth.....	" 30	1 Hard	1 48	2 Hard	1 07 6	40 2
Winnipeg.....	" 31	1 Nor..	1 27	No. 4..	1 08	19
Minneapolis..	" 31	1 Nor..	1 47 5	4 Dur..	1 05	42 5
Duluth.....	" 31	1 Hard	1 45 5	2 Dur..	1 21	24 5
Winnipeg.....	Aug. 2	1 Nor..	1 28 4	No. 5....	1 00	28 4
Minneapolis..	" 2	1 Hard	1 48 2	Rej....	1 10	38 2
Duluth.....	" 2	1 Hard	1 47 6	2 Hare..	1 06 1	38 5
Winnipeg.....	" 3	1 Nor..	1 28 4	No. 4....	1 12	16 4
Minneapolis..	" 3	1 Hard	1 49	4 Dur..	1 10	39
Duluth.....	" 3	1 Hard	1 47 2	2 Hard..	1 08 2	39
Winnipeg.....	" 4	1 Nor..	1 31	No. 6....	0 98	31
Minneapolis..	" 4	1 Hard	1 51 4	Rej....	1 06	45 4
Duluth.....	" 4	1 Hard	1 49 2	2 Hard..	1 10 2	39

6 GEORGE V, A. 1916

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for the crop year, September 1, 1914, to August 31, 1915, inclusive—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	cts.
Winnipeg	Aug.	5 1 Nor..	1 32	No. 6.....	1 00	32
Minneapolis	"	5 1 Nor..	1 53	3 Dur.....	1 16	37
Duluth	"	5 1 Hard	1 49·3	2 Hard.....	1 08·3	41
Winnipeg	"	6 1 Nor..	1 32	No. 5.....	1 10	22
Minneapolis	"	6 1 Nor..	1 52	2 Dur.....	1 20·4	31·4
Duluth	"	6 1 Hard	1 47·3	2 Hard.....	1 07·3	40
Winnipeg	"	7 1 Nor..	1 32·4	No. 4.....	1 18	14·4
Minneapolis	"	7 1 Hard	1 52	No. 4.....	1 20	32
Duluth	"	7 1 Hard	1 48·1	2 Hard.....	1 08·1	40
Winnipeg	"	9		Holiday.		
Minneapolis	"	9 1 Nor.....	1 52	4 Dur.....	1 10	42
Duluth	"	9 1 Hard	1 47·3	2 Hard.....	1 07·3	40
Winnipeg	"	10 1 Nor.....	1 32·4	No. 4.....	1 18	14·4
Minneapolis	"	10 1 Tf.....	1 52·1	N.G.....	0 75	77·1
Duluth	"	10 1 Tf.....	1 48	2 Tf.....	1 08	40
Winnipeg	"	11 1 Nor.....	1 32·6	No. 6.....	1 02	30·6
Minneapolis	"	11 1 Tf.....	1 53·5	4 Dur.....	1 14	39·5
Duluth	"	11 1 Tf.....	1 50·1	2 Tf.....	1 10·1	40
Winnipeg	"	12 1 Nor.....	1 34	No. 4.....	1 18·4	15·4
Minneapolis	"	12 1 Nor.....	1 54·1	3 Dur.....	1 20	34·1
Duluth	"	12 1 Tf.....	1 55·3	2 Tf.....	1 11·3	44
Winnipeg	"	13 2 Nor.....	1 32·4	No. 4.....	1 18·4	14
Minneapolis	"	13 1 Nor.....	1 56	2 Dur.....	1 21	35
Duluth	"	13 1 Nor.....	1 53·2	2 Hard.....	1 08·5	44·5
Winnipeg	"	14 2 Nor.....	1 29	No. 5.....	1 09	20
Minneapolis	"	14 1 Tf.....	1 52	Rej.....	1 10	42
Duluth	"	14 1 Tf.....	1 52·7	2 Tf.....	1 06·7	46
Winnipeg	"	16 2 Nor.....	1 25	No. 4.....	1 15	10
Minneapolis	"	16 1 Tf.....	1 50·4	N.G.....	0 91	59·4
Duluth	"	16 1 Tf.....	1 51·5	2 Tf.....	1 05·5	46
Winnipeg	"	17 2 Nor.....	1 08·2	3 Nor.....	1 06·6	2·4
Minneapolis	"	17 1 Hard	1 52·2	4 Dur.....	1 05	47·2
Duluth	"	17 1 Tf.....	1 53·7	2 Hard.....	1 06·7	47
Winnipeg	"	18 1 Nor.....	1 08·2	2 Nor.....	1 06·2	2
Minneapolis	"	18 1 Nor.....	1 52	Rej.....	1 10	42
Duluth	"	18 1 Hard	1 53·5	2 Hard.....	1 06·5	47
Winnipeg	"	19 1 Nor.....	1 06·4	2 Nor.....	1 04·4	2
Minneapolis	"	19 1 Tf.....	1 50	3 Dur.....	1 09·5	49
Duluth	"	19 1 Tf.....	1 45·6	2 Hard.....	1 04·6	41
Winnipeg	"	20 1 Nor.....	1 03	2 Nor.....	1 01	2
Minneapolis	"	20 1 Hard	1 51	4 W.....	1 04	47
Duluth	"	20 1 Nor.....	1 47·3	2 Hard.....	1 03·1	44·2
Winnipeg	"	21 1 Nor.....	1 00·5	2 Nor.....	0 98·5	2
Minneapolis	"	21 1 Nor.....	1 48·1	3 Dur.....	1 00	48·1
Duluth	"	21 1 Tf.....	1 37·4	2 Tf.....	1 00·4	37
Winnipeg	"	23 1 Nor.....	0 99·2	2 Nor.....	0 97·2	2
Minneapolis	"	23 1 Nor.....	1 44·4	Rej.....	0 91·4	53
Duluth	"	23 1 Nor.....	1 35	2 Tf.....	0 97·7	37·1

SESSIONAL PAPER No. 10d

STATEMENT showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the spread at the Winnipeg, Minneapolis and Duluth markets, for for crop year, September 1, 1914, to August 31, 1915, inclusive—*Concluded.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	cts.
Winnipeg.....	Aug. 24	1 Nor...	0 98	2 Nor...	0 96	2
Minneapolis ..	" 24	1 Tf...	1 21.4	N.G.	0 85	36.4
Duluth.....	" 24	2 Nor...	1 20.4	N.G.H.	0 95.5	24.7
Winnipeg.....	" 25	1 Nor...	1 00	2 Nor...	0 98	2
Minneapolis ..	" 25	1 Nor...	1 30.5	4 H.W.	0 95.6	34.7
Duluth.....	" 25	1 Hard	1 10	4 H.W.	0 95.4	14.4
Winnipeg.....	" 26	1 Nor...	0 99.3	2 Nor...	0 97.3	2
Minneapolis ..	" 26	1 Nor...	1 32.4	N.G....	0 90	42.4
Duluth.....	" 26	2 Nor...	1 30	2 Hard.	0 98.4	31.4
Winnipeg.....	" 27	1 Nor...	0 96.4	2 Nor...	0 94.4	2
Minneapolis ..	" 27	1 Nor...	1 25	N.G..	0 96.2	28.6
Duluth.....	" 27	1 Nor...	1 30.4	2.....	0 96.2	34.2
Winnipeg.....	" 28	1 Nor...	0 96.6	2 Nor...	0 94.6	2
Minneapolis ..	" 28	1 Nor...	1 35.3	2 Hard.	0 98.4	36.7
Duluth.....	" 28	1 Hard....	1 13	2 Tf.....	0 97.3	15.5
Winnipeg.....	" 30	1 Nor...	0 94.2	Rej. 2.....	0 87.2	7
Minneapolis ..	" 30	1 Nor...	1 27.4	N.G.D....	0 87	40.4
Duluth.....	" 30	1 Nor...	1 10	4 H.W..	0 90.6	19.2
Winnipeg.....	" 31	1 Nor...	0 94.4	Rej. 2.....	0 86.4	8
Minneapolis ..	" 31	1 Nor...	1 26.6	Rej.....	0 87	39.6
Duluth.....	" 31	1 Hard....	1 01.3	2 Hard....	0 93.3	8

6 GEORGE V, A. 1916

COMPARATIVE Table of Winnipeg, Minneapolis and

Month.	Market.	OCTOBER.		MAY.		DECEMBER.	
		Close.		Close.		Close.	
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1914.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
September. .	Winnipeg....	1 20	1 05.6	1 28.2	1 15.6	1 21.3	1 05.6
	Minneapolis. Dr.			1 29.4	1 12.4	1 23.4	1 05.7
	Duluth	1 16.2	1 00			1 24.5	1 06
October.....	Winnipeg....	1 16.5	1 04.2	1 23	1 13.6	1 16.7	1 06.7
	Minneapolis. Dr.			1 19.7	1 11.4	1 14	1 05.6
	Duluth.....	1 19.6	0 98.2	1 20.5	1 11.7	1 15.3	1 05.3
November....	Winnipeg....			1 24.5	1 19.4	1 19.3	1 14.1
	Minneapolis.			1 21	1 16	1 15.1	1 10.7
	Duluth.....			1 22.1	1 17.5	1 16.4	1 12.7
December.....	Winnipeg.....			1 28.2	1 21.4	1 22.6	1 15.6
	Minneapolis...			1 26	1 17	1 22.7	1 12.3
	Duluth.....			1 27.7	1 18.1	1 24.7	1 13.4
1915.							
January.....	Winnipeg.....			1 49.6	1 32.3		
	Minneapolis...			1 44.5	1 27.1		
	Duluth.....			1 45.7	1 29.1		
February.....	Winnipeg.....	1 25.4	1 20	1 59.2	1 51.1		
	Minneapolis...			1 53.6	1 40.4		
	Duluth.....			1 56.4	1 45.4		
March.....	Winnipeg.....	1 17	1 11	1 55.6	1 38.6		
	Minneapolis...			1 50.7	1 32.3		
	Duluth.....			1 52.7	1 36.2		
April	Winnipeg.....	1 26.5	1 14.3	1 64.2	1 50.4		
	Minneapolis...			1 59.5	1 46.1		
	Duluth.....			1 64.4	1 49.6		
May.....	Winnipeg..	1 26.2	1 20.3	1 65	1 44.4		
	Minneapolis.			1 59.1	1 45	1 20.5	1 16.6
	Duluth			1 63.4	1 48.2		
June	Winnipeg.....	1 19.5	0 99.7			1 08	1 00.1
	Minneapolis...					1 15.4	1 01.3
	Duluth.....					1 16.2	1 03
July.....	Winnipeg ..	1 09.1	1 01.2			1 09.1	1 01.2
	Minneapolis					1 12	1 03.2
	Duluth					1 13	1 04.6
August	Winnipeg.	1 06.7	0 87.7	1 12.4	0 93.7	1 06.6	0 87.7
	Minneapolis ..					1 08.2	0 91.5
	Duluth					1 09.3	0 92.4

Duluth future Market for the Crop Year 1914-1915.

[illegible]

STATEMENT showing the Quantities of Grain discharged at the eastern transfer elevators from Vessels loaded at Port William and Port Arthur, Season of Navigation, 1915, and the Amounts of Overages and Shortages, according to reports of out-turns received up to December 29, 1915.

DEPOT HARBOUR—GRAND TRUNK RY. CO. ELEVATOR.

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of Out-turns.	Total of Overages.	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of 1 and 1/2 bush. per 1,000 bush.	Net Overage or Shortage after making allowances.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Bush.	Lb. per 1,000 bush.
Wheat.....	1,528,827	1,528,342	.....	485	286	Short	199	637	Over	17.2
Oats.....	100,000	100,000	.....	.....	.....	"	.....	41	"	12.4
Barley.....	115,056	115,042	.....	13	.....	"	13	48	"	14.3

GODERICH—GODERICH ELEVATOR AND TRANSIT CO.

Wheat.....	4,521,747	4,514,392	479	7,834	5,833	Short	1,521	20.2	Over	362	4.8
Oats.....	395,796	395,490	18	324	20	"	286	24.6	Short	121	10.4
Barley.....	239,937	239,737	.....	200	6	"	194	38.9	"	89	17.6
Flax.....	212,375	211,861	20	534	420	"	93	24.8	"	5	1.4
Spl. Mixed Grain.....	Lb. 588,920	Lb. 588,920	.....	.....	.....	.....	.....	.....	.....	.....	.....

GODERICH—WESTERN CANADA FLOUR MILLS CO.

Wheat.....	Bush. 2,259,519	Bush. 2,258,688	254	1,085	170	Short	661	17.5	Over	276	7.3
Oats.....	27,635	27,576	.....	59	.....	"	59	72.2	Short	47	58.1

KINGSTON—MONTREAL TRANSPORTATION CO.

Wheat.....	412,409	395,364	.....	17,044	17,087	Over	42	6.2	Over	214	31.2
Oats.....	381,153	380,598	18	574	85	Short	470	42.0	Short	312	27.8

STATEMENT showing the Quantities of Grain discharged at the eastern transfer elevators from Vessels loaded at Port Arthur and Port Arthur, Season of Navigation, 1915, and the Amounts of Overages and Shortages, according to reports of outturn received up to December 29, 1915—*Continued.*

MONTREAL—MONTREAL WAREHOUSING CO.

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of allowance of 1 and 1/2 Bush. per 1,000 bush.	Net Overage or Shortage after making allowance.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Bush.	Lb. per 1,000 bush.
Wheat.....	104,309	102,962	.....	1,347	1,264	Short	47.9	43	Short	22.8
Oats.....	1,797,938	1,793,386	388	4,941	3,348	"	22.8	751	"	8.6
Barley.....	61,500	61,537	52	15	.....	Over	28.7	25	Over	48.5
Flax.....	359,782	359,884	198	96	.....	"	15.9	149	"	59.2
Spl. Mixed Grain.....	Lb. 249,400 Ton.	Lb. 249,400 Ton.	.....	.....	.....	.....	lb. per ton	.....	.....	.....
Elevator Screenings.....	417 3/4	418 3/4	Lb. 1,940	.....	.....	Over	4.6	.....	.....	.....

MONTREAL—ST. LAWRENCE FLOUR MILLS CO.

Wheat.....	200,205	199,914	291	Short	87.4	83	Short	62.4
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PORT COLBORNE—CANADIAN GOVERNMENT ELEVATOR.

Wheat.....	17,362,821	17,350,583	1,173	13,411	5,432	Short	23.5	7,439	Over	2.2
Oats.....	3,947,838	3,945,315	1,523	4,046	65	"	21.2	1,646	Short	7.0
Barley.....	224,799	224,757	16	58	.....	"	8.9	93	Over	11.1
Spl. Mixed Grain.....	Lb. 159,250 Ton.	Lb. 159,250 Ton.	.....	.....	.....	.....	Per ton.	.....	.....	.....
Elevator Screenings.....	289 3/4	289 1/2	Lb. 440	Short	1.5

ERIE.

Wheat.....	3,354,864	3,353,285	26	1,605	186	Short	1,393	24.9	1,397	Over	4	0.1
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FAIRPORT.

Wheat.....	5,182,023	5,179,941	618	2,701		Short	2,082	24.1	2,159	Over	77	0.9
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PORT HURON.

Wheat.....	1,045,680	1,021,950		23,730	23,162	Short	568	32.6	436	Short	131	7.6
Oats.....	241,173	83,990		157,182	157,182				100	Over	100	14.1
Barley.....	241,375	241,147		227		Short	227	45.3	100	Short	127	25.3

SANDUSKY.

Wheat.....	97,000	96,959		40	10	Short	30	19.0	40	Over	9	6.1
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SUPERIOR.

Wheat.....	119,045	118,916		129		Short	129	65.1	49	Short	79	40.1
Flax.....	53,340	53,294		45		"	45	47.7	22	"	33	34.9
Elevator Screenings.....	10,034½	9,982½		3½		"	52	Per ton.				
								10.4				

TOLEDO.

Wheat.....	1,487,311	1,486,431		115	20	Short	860	34.7	619	Short	241	9.7
Oats.....	242,802	242,680		121		"	121	17.0	101	"	20	2.9
Barley.....	78,666	78,696		30		Over	30	18.4	32	Over	62	38.3

SUMMARY showing the Quantities of Grain discharged at the eastern transfer elevators—Canadian and American ports—from Vessels loaded at Fort William and Port Arthur, Season of Navigation, 1915, and the Amounts of Overages and Shortages, according to reports of out-turns received up to December 29, 1915.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of allowance of 1 and 1/2 bush. per 1,000 bush.		Net Overage or Shortage after making allowances.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Lb. per 1,000 bush.	Bush.	Lb. per 1,000 bush.
Wheat—											
TOTALS.											
Canadian Ports.....	59,862,466	59,807,581	8,826	63,712	37,316	Short 17,570	17.6	22,274	4.7	Over 4,705	4.7
U. S. A. Ports.....	79,018,371	78,961,233	13,829	70,967	34,529	" 22,608	16.9	32,925	7.4	10,316	7.4
Totals.....	138,880,837	138,768,814	22,655	134,679	71,845	Short 40,178	17.4	55,199	6.5	Over 15,021	6.5
Oats—											
TOTALS.											
Canadian Ports.....	20,781,357	20,762,282	5,460	24,535	7,700	Short 11,375	19.2	8,656	4.5	Short 2,719	4.5
U. S. A. Ports.....	2,558,861	2,399,888	948	160,022	158,142	" 931	12.4	8,846	105.2	Over 7,915	105.2
Totals.....	23,340,218	23,162,170	6,408	184,557	165,842	Short 12,306	17.9	17,502	7.6	Over 5,196	7.6
Barley—											
TOTALS.											
Canadian Ports.....	2,551,252	2,547,171	176	4,257	255	Short 3,825	72.0	1,066	51.9	Short 2,759	51.9
U. S. A. Ports.....	1,607,186	1,606,096	140	1,230	73	" 1,017	30.4	669	10.4	347	10.4
Totals.....	4,158,438	4,153,267	316	5,487	328	Short 4,842	55.9	1,735	35.1	Short 3,106	35.1
Flax—											
TOTALS.											
Canadian Ports.....	831,652	831,069	228	812	420	Short 163	11.0				
U. S. A. Ports.....	1,316,770	1,316,177	132	725		" 592	25.2		1.9	44	1.9
Totals.....	2,148,422	2,147,246	360	1,537	420	Short 755	19.7		3.6	44	3.6
Sample Mixed Grain—											
TOTALS.											
Canadian Ports.....	Lb. 7,730,731	Lb. 7,729,046	Lb. 3,230	Lb. 4,915		Short 1,685	13.1	Lb. 2,600		Lb. 915	1.1
Elevator Screenings—											
TOTALS.											
Canadian Ports.....	Ton. 1,975 ⁷ / ₈	Ton. 1,980 ¹ / ₂	Ton. 6 ² / ₃	Ton. 1 ³ / ₄		Over 4 ³ / ₈	4.7				
U. S. A. Ports.....	29,557 ¹ / ₂	29,428 ⁵ / ₈	3 ¹ / ₈	131 ³ / ₄		Short 128 ¹ / ₂	8.7				
Totals.....	31,533 ¹ / ₃	31,409 ⁷ / ₈	9 ¹ / ₂	133 ¹ / ₂		Short 123 ⁷ / ₈	7.9				

SESSIONAL PAPER No. 10d

STATEMENT showing the Quantities of Grain held for winter storage in Canadian vessels at the different Canadian ports.

Ports	Vessels	Date loaded.	CARGO.	
			Wheat Bush.	Oats. Bush.
Kingston.....	Keyvive.....	Dec. 4, 1915.	29,000	86,591
	Keynor.....	" 4		128,041
Port Colborne....	Doric.....	" 5	114,037	
	Midland King.....	" 6	200,017	
	Midland Prince..	" 9	296,000	
Port McNicoll.....	Agawa.....	" 9.....		266,538
	H. M. Pellatt.....	" 10		106,000
	Emperor.....	" 9.....		552,251
Port Stanley.....	Glenlivet.....	" 10.....	102,000	
Tiffin.....	W. C. Franz.....	" 5		298,306
	J. A. McKee.....	" 6.....		169,100
	J. H. Wade.....	" 7.....		138,246
	J. H. Plummer..	" 10.....	62,500	
	Meaford.....	" 11	105,000	
	J. Frater Taylor.	" 11		298,401
	Glenfinnan.....	" 12.....		190,000
Totals at—				
Kingston.....			29,000	214,633
Port Colborne...			610,054	
Port McNicoll..				924,790
Port Stanley....			102,000	
Tiffin.....			167,500	1,094,054
Grand total.....			908,554	2,233,477

Three Canadian vessels, with 285,000 bushels wheat, went to U.S.A. ports.

The foregoing statement Page 172 to 175 shows that the monetary gain or loss at elevators at Canadian Ports, as represented by the net overage or shortage after allowances of one-quarter and one-sixth bushels per 1,000 bushels have been made, in all kinds of grain is as follows:—

Elevators showing Gain.

Depot Harbour—G.T.R.
 Goderich—Goderich Elevator and Transit Co.
 Goderich—Western Canada Flour Mills.
 Kingston—Montreal Transportation Co.
 Midland—Aberdeen Elevator Co.
 Midland—Midland Elevator Co.
 Montreal—Dominion Flour Mills Co.
 Montreal—Montreal Warehousing Co.
 Port Colborne—Canadian Government.
 Port McNicoll—C.P.R.
 Tiffin—G.T.R.

Elevators showing Loss.

Kingston—J. Richardson and Sons, Ltd.
 Montreal—Harbour Commissioners.
 Montreal—St. Lawrence Flour Mills Co.
 Port Colborne—Maple Leaf Milling Co.
 Port Stanley—Empire Flour Mills Co.

STATEMENT showing the quantities of Grain carried by Vessels loaded at Fort William and Port Arthur during the Season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915.

1.—CANADIAN STEAMSHIP COMPANIES.
ALGOMA CENTRAL STEAMSHIP CO.

Kind of grain.	Total Amount bills of lading.	Total Amount of out-turns.	Total of overages.	Total of shortages.	Total of damaged grain.	Overage or shortage after allow- ing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allow- ance of bush. per 1,000 bush.	Net overage of shortage after making allowance.	Amount of grain also carried for which out-turns have been received.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Bush.	Lbs. per 1,000 bush.	Bush.		
Wheat	2,989,943	2,988,564	130	1,509	260	Short	22.5	747	Short	371	Short	7.5
Oats.....	1,544,877	1,544,307	153	724	.....	"	12.6	386	"	184	"	4.1
Barley.....	92,255	92,212	6	49	.....	"	22.4	23	"	19	"	12.1
												1,170,563

BASSETT STEAMSHIP COMPANY.

Wheat	1,627,849	1,624,042	450	4,256	4,070	Over.	9.7	406	Over	670	Over	24.7
Barley	134,480	134,372	.....	108	4	Short	37.4	33	Short	70	Short	17.9
Special Mixed Grain...	lb.	lb.	.....	lb.	.....	lb.		lb.	lb.			
	2,567,456	2,567,290	.....	166	.....	"	3.9	640	Over	474	Over	11.0

CARTER & WOOD (late Canada Atlantic Transit Co.).

Wheat	Bush.	Bush.	.....	Bush.	109	Short	7.5	Bush.	78	Over	39	Over	7.5
Barley	314,949	314,800	.....	149	.....	"	5.7	13	"	15	"		6.3
	115,056	115,042	.....	13	.....							

SESSIONAL PAPER No. 10d

CANADA STEAMSHIP LINES.

Wheat	23,177,151	23,436,380	3,979	45,052	33,910 Short	7,162 Short	18.3	5,869 Short	1,293 Short	3.3	840,054
Oats	9,564,055	9,394,596	3,221	172,680	164,530	4,928	17.5	2,391	2,537	9.0	658,251
Barley	1,208,403	1,205,352	124	3,176	209	2,842	112.9	302	2,540	100.9	
Flax	411,206	414,176	89	120	...	30	14.0				
	lb.	lb.	lb.	lb.	lb.	lb.		lb.	lb.		
Special Mixed Grain	12,573,318	12,572,889	5,770	6,199	102	327	1.1	3,144	2,817	13.4	
	ton	ton					per ton.				
Elevator Screenings	1,167 1/2	1,167 1/2	1,940	2,660		720	0.6				

CANADIAN LAKE TRANSPORTATION CO., LTD.

Wheat	Bush.	Bush.	Bush.	176	17 Short	159 Short	98.3	Bush.	24 Short	134 Short	83.4
Oats	96,770	96,594		90	58	31	16.4		16	15	7.9
Barley	65,831	65,741		40		40	37.1		13	27	25.1
Flax	52,766	52,726			Over	115 Over	184.1		8		
	34,776	34,891	115								

CANADIAN NORTHWEST STEAMSHIP CO., LTD.

Wheat	3,863,099	3,860,840	317	2,576	670 Short	1,588 Short	24.7	915 Short	612 Short	10.0	
Oats	1,651,251	1,650,345	105	1,012	25	881	18.2	412	468	9.7	
Barley	194,188	194,411	30	106		76	18.9	48	27	6.9	
Flax	321,663	321,094	20	589	420	149	26.0				
	lb.	lb.		lb.				lb.	lb.		
Special Mixed Grain	3,602,714	3,600,310		2,404		2,404	40.1	900	1,504	25.1	
	ton.	ton.		ton.		ton.	per ton.				
Elevator screening	3,152 1/2	3,148 1/2		4 1/2		4 1/2	2.7				

CANADIAN PACIFIC RAILWAY CO. STEAMSHIP LINES.

Wheat	Bush.	Bush.	Bush.	2,593	80 Short	1,589 Short	22.7	Bush.	1,050 Short	538 Short	7.7
Oats	4,202,903	4,201,233	923	1,095		675	14.4		397	277	5.9
Barley	1,590,510	1,589,835	420	278		255	42.3		72	183	30.3
Flax	290,240	289,985	23	145		142	55.4				
	143,843	143,701	3								
	lb.	lb.	lb.	lb.		lb.		lb.	lb.		
Special Mixed Grain	6,801,175	6,802,964	4,982	3,193	Over	1,789 Over	15.8	1,700 Over	3,489 Over	30.9	
	ton	ton	ton		ton	pr. ton.					
Elevator Screenings	278 1/2	284	5 1/2	890		5	35.9				

STATEMENT showing the quantities of Grain carried by Vessels loaded at Fort William and Port Arthur during the Season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915—*Continued.*

1.—CANADIAN STEAMSHIP COMPANIES—*Continued.*

DOMINION IRON AND STEEL CO., LTD.

Kind of Grain.	Total Amount bills of lading.	Total Amount of out-turns.	Total of overages.	Total of shortages.	Total of damaged grain.	Overage or shortage after allowing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allowance of $\frac{1}{4}$ bush. per 1,000 bush.	Net overage or shortage after making allowance.		Amount of grain also carried for which no out-turns have been received.
									Bush.	Lbs. per 1,000 bush.	
Wheat	Bush. 43,500	Bush. 43,383	Bush.	Bush. 117	Bush. 10	Bush. 145.9	Short 107	Bush. 10	Short 96	Short 131.1	Bush.

FARRAR TRANSPORTION CO.

Wheat.....	3,117,108	3,115,508	Bush. 2	1,603	674	Short	17.8	779	Short	146	Short	28.1	105,000
Oats.....	387,587	387,259	.....	327	.....	"	28.7	96	"	231	"	20.2	

FORWARDERS, LIMITED.

Wheat.....	271,514	271,411	6	110	.....	Short	22.7	67	Short	35	Short	7.8	
Oats.....	130,000	130,019	19	.....	.....	Over	5.0	32	Over	51	Over	13.5	
Elevator screenings....	ton. 1,703 $\frac{1}{2}$	ton. 1,690 $\frac{1}{2}$	.....	ton. 13 $\frac{1}{2}$	.....	Short	15.7	.....	.....	.....	.....	.....

GREAT LAKES TRANSPORTATION CO., LTD.

Wheat	Bush. 6,537,021	Bush. 6,535,080	1,562	Bush. 3,504	747	Short	11.0	1,634	Over	439	Over	4.0	102,000
Oats.....	2,854,400	2,852,061	420	2,759	115	"	26.5	713	Short	1,510	Short	18.0	311,451
Barley.....	130,321	130,246	.....	74	5	"	25.8	32	"	37	"	9.8	
Special Mixed Grain....	lb. 4,651,422	lb. 4,650,158	.....	lb. 1,264	.....	"	16.2	lb. 1,264	.....	.....	.....	.....

SESSIONAL PAPER No. 10d

F. E. HALL & CO.

Wheat	Bush. 16,058	16,075	17	Over	17	Over	71.9	Bush. 4	Over	21	Over	80.6
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JAMES H. HALL.

Wheat	40,000	39,973	27	20	Short	7	Short	10.5	10	Over	3	Over	4.5
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KEYSTONE TRANSPORTATION CO.

Wheat Oats													29,000 214,632
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MATTHEWS STEAMSHIP CO., LTD.

Wheat Oats Barley	1,362,510 747,150 98,744	1,360,825 746,479 98,652	41 18	1,725 689 92	1,353 253 2	Short " " "	330 417 90	Short " " "	14.6 19.0 43.7	340 186 24	Over Short "	10 230 65	Over Short "	0.5 10.5 31.7
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J. B. MILLER—PARRY SOUND TRANSPORTATION CO.

Oats	112,691	112,235	456	401	Short	52	Short	15.7	28	Short	24	Short	7.2
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MONTREAL TRANSPORTATION CO.

Wheat Oats	989,142 329,863	971,575 329,958	169	17,566 74	17,436	Short Over	120 95	Short Over	73.0 9.8	247 82	Over "	127 177	Over "	7.7 18.3
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JAMES PLAYFAIR.

Wheat Oats Barley	139,251 137,286 50,077	139,202 137,079 50,096	20 19	72 207	Short " " Over	52 207 19	Short " " Over	22.4 51.4 18.4	34 34 12	Short " " Over	17 172 31	Short " " Over	7.4 43.0 30.4
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STATEMENT showing the quantities of Grain carried by Vessels loaded at Port William and Port Arthur during the Season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915.

1.—CANADIAN STEAMSHIP COMPANIES—Continued.
PORT COLBORNE AND ST. LAWRENCE NAVIGATION CO., LTD.

Kind of grain.	Total Amount bills of lading.	Total Amount of out-turns.	Total of overages.	Total of shortages.	Total of damaged grain.	Overage or shortage after allow- ing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allow- ance of bush. per 1,000 bush.	Net overage or shortage after making allowance.	Amount of grain also carried for which out-turns have been received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Bush.	Bush. 1,000 bush.	Bush.
Wheat	464,848	464,798	96	146	.....	Short	50 Short	116 Over	66 Over	8.5
Special Mixed Grain...	4,204,838 lb.	4,195,520 lb.	.....	9,318 lb.	.....	"	133.1	1,050 Short lb.	8,268 Short	118.1

ST. LAWRENCE AND CHICAGO STEAM NAVIGATION CO.

Wheat	Bush. 16,400,254	Bush. 16,395,550	2,539	Bush. 7,243	Bush. 1,087	Bush. Short	13.2	Bush. 4,100	482 Over	1.8
Oats	668,590	668,938	673	325	.....	Over	17.7	167	515	26.2
Barley	237,591	237,355	16	253	.....	Short	47.8	59 Short lb.	177 Short	35.8
Special Mixed Grain...	1,654,672 lb.	1,654,032 lb.	.....	640 lb.	.....	"	22.9	414	226	8.1

WESTERN NAVIGATION CO.

Wheat	65,000	65,202	202	Bush. Over	18.6	Bush. 16 Over	218 Over	201.4
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JAMES WHALEN.

Wheat Oats..	541,960 399,982	541,566 399,585	393 397	215 Short "	178 Short "	19.8 33.8	135 Short 100 "	43 Short 297 "	4.8 25.3
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WINNIPEG STEAMSHIP CO.

Wheat Flax. Elevator screenings..	700,227 14,579 ton 684½	697,499 14,550 ton 645½	311 ton 38½	3,039 28 ton 38½	Short " ton. " 38½	2,728 Short 28 pr. ton. " 112.7	233.8 108.2	175 Short 2,553 Short ...	218.8 213,152 ton 4,870½
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2. UNITED STATES STEAMSHIP COMPANIES.

ATLAS STEAMSHIP CO.

Wheat Elevator screenings..	807,816 ton 4,981½	807,745 ton 4,980½	227 ton 3	299 ton 4½	10 Short " lb. " 2,410	61 Short " pr. ton. " 0.5	4.5	202 Over 140 Over 10.5
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J. J. BARLUM—FLEET.

Wheat Flax	Bush. 2,214,209 77,000	Bush. 2,214,201 76,952	Bush. 194	Bush. 202 48	Short " Bush. 8 Short 48 "	0.2 34.9	553 Over ..	545 Over ..	14.8 671,677
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WM. H. BECKER—FLEET.

Wheat Barley	188,300 67,447	188,372 67,245	72	202	Over Short	72 Over 202 Short	23.0 115.3	47 Over 16 Short	38.0 133.3	1,918,798
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JOHN J. BOLAND.

Wheat	209,515	209,280	235	Short	235 Short	67.1	52 Short	182 Short	52.2
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STATEMENT showing the quantities of Grain carried by Vessels loaded at Fort William and Port Arthur during the Season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915.

2.—UNITED STATES STEAMSHIP COMPANIES—Continued.
BOLAND & CORNELIUS—FLEET.

Kind of grain.	Total Amount bills of lading.	Total Amount of out-turns.	Total of overages.	Total of shortages.	Total of damaged grain.	Overage or shortage after allow- ing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allow- ance of bush. per 1,000 bush.	Net overage or shortage after making allowance per 1,000 bush.		Amount of grain also carried for which no out-turns have been received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Bush.	Bush.	Lbs.	Bush.
Wheat	1,615,189	1,615,342	612	458		Over	153 Over	403	Over	557 Over	2,556,928

BROWN & CO.—FLEET.

Wheat	3,831,754	3,830,678	197	1,273	152	Short	924 Short	958	Over	33 Over	369,011
Oats											249,000
Barley	67,573	67,612	38			Over	38 Over	16	Over	55 Over	39.0

E. D. CARTER.

Wheat	673,169	673,252	669	587	587	Over	669 Over	168	Over	837 Over	203,000
Oats	100,000	99,847		152		Short	152 Short	25	Short	127 Short	ton.
Elevator screenings											4,232.3

CLEVELAND—CLIFFS IRON CO.

Wheat	1,101,090	1,100,568	105	627		Short	522 Short	275	Short	247 Short	13.5
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JOHN CRAIG—FLEET.

Wheat	3,502,671	3,500,702	378	2,318	178	Short	1,791	Short	30.7	875	Short	915	Short	15.7	204,246
Oats	258,490	258,194		295	"	"	295	"	38.9	64	"	230	"	30.4	312,297
Barley	201,020	200,832		188	"	"	188	"	45.1		"	138	"	33.1	
Flax	45,900	45,926	26		Over	Over	26	Over	31.7						

CROSBY TRANSPORTATION CO.

Oats	115,556	115,102		454	454					28	Over	28	Over	8.5	
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DAVIDSON STEAMSHIP CO.

Wheat	1,302,516	1,301,660	94	949	257	Short	598	Short	27.6	325	Short	273	Short	12.6	112,000
Oats															100,000
Barley															68,590

H. A. FARROW—FLEET.

Wheat	2,562,762	2,561,842	455	1,375	550	Short	370	Short	8.7	640	Over	270	Over	6.3	733,227
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GILCHRIST TRANSPORTATION CO.

Wheat	351,258	350,967		290		Short	290	Short	49.7	87	Short	202	Short	34.7	
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R. T. GRAY—OWEN TRANSPORTATION CO.

Wheat	220,000	219,966	26	60		Short	34	Short	9.3	55	Over	24	Over	5.7	
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GREAT LAKES STEAMSHIP CO.

Wheat	6,086,532	6,084,248	1,412	3,696	2,709	Over	424	Over	4.2	1,521	Over	1,946	Over	19.2	3,860,106
Oats	682,731	682,671	267	328		Short	60	Short	3.0	170	"	109	"	6.4	
Barley	142,941	142,748		193		"	193	"	64.9	35	Short	157	Short	52.8	

STATEMENT showing the quantities of Grain carried by Vessels loaded at Fort William and Port Arthur during the season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915.

2. UNITED STATES STEAMSHIP COMPANIES—Continued.

F. W. GREEN STEAMSHIP CO.

Kind of grain.	Total Amount of bills of lading.	Total Amount of out-turns.	Total of overages.	Total of shortages.	Total of damaged grain.	Overage or shortage after allowing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allowance of 1/4 bush. per 1,000 bush.	Net overage or shortage after making allowance per 1,000 bush.		Amount of grain also carried for which no out-turns have been received.
									Bush.	Lbs.	
Wheat	192,653	192,569		84		8 Short	76 Short		Bush.	Lbs.	Bush.
Flax	101,377	101,305		72		"	72 "	48	Short	28 Short	88

HARVEY-MORRISON CO.

Wheat	208,000 ton.	207,944 ton.	17	73 lb.		Short	56 Short lb.	16.2	52 Short	4 Short	1.2
Elevator screenings...	1,317 1/2	1,316 3/4		1,100		"	1,100 "	8.3	"	"	

W. A. & A. H. HAWGOOD—FLEET.

Wheat	Bush. 4,563,522	Bush. 4,563,322	1,563	Bush. 1,763	Bush. 85 Short	Bush. 115 Short	1.5	1,141 Over	1,025 Over	13.5	981,042
Barley	75,000	74,980		20	"	20 "	12.8	18 Short	1 Short	0.8	
Flax	60,000	59,832		168	"	168 "	156.8				

EDWARD H. HORN.

Wheat	86,443	86,394		49	Short	49 Short	34.8	21 Short	28 Short	19.8	
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HUTCHINSON & CO.—FLEET.

Wheat	6,143,104	6,131,904	1,198	2,397	349 Short	850 Short	8.3	1,535 Over	685 Over	6.7	3,243,470
Oats.											140,000

A. T. KINNEY—FLEET.

Wheat	674,128	673,738	68	458	50 Short	340 Short	30.3	168 Short	171 Short	15.3	1,278,231
Elevator screenings.	ton. 2,191½	ton. 2,191½		ton 3½	"	tons. 3½	3.3				

LAKE ERIE TRANSPORTATION CO.

Barley	Bush. 219,252	Bush. 219,224		Bush. 28	73 Over	Bush. 45 Over	Bush. 10.0	54 Over	100 Over	22.0	232,686
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J. D. LANGELE—LAKE-SIDE STEAMSHIP CO.

Wheat	197,000	196,855		144	Short	144 Short	44.1	49 Short	95 Short	29.1	
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P. H. McMILLAN.

Wheat	210,000	209,936		64	Short	64 Short	18.3	52 Short	11 Short	3.3	
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M. B. McMILLAN—ESTATE.

Wheat	301,232	301,228		4	Short	4 Short	0.9	75 Over	70 Over	14.1	309,000
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JOHN MITCHELL—FLEET.

Wheat	4,177,510	4,475,142	428	2,796	115 Short	2,253 Short	30.2	1,119 Short	1,134 Short	15.2	1,418,231
Oats	585,652	585,902	618	367	Over	250 Over	14.6	146 Over	397 Over	23.1	
Flax	68,000	68,015	15		"	15 "	12.7				

STATEMENT showing the quantities of Grain carried by Vessels loaded at Fort William and Port Arthur during the Season of Navigation, 1915, classified according to steamship companies and the Out-turns at point of unloading, reports of which have been received up to December 29, 1915.

2.—UNITED STATES STEAMSHIP COMPANIES—Continued.

MOORE STEAMSHIP CO.

Kind of grain.	Total Amount bills of lading.	Total Amount of out-turns.	Total of overages	Total of shortages.	Total of damaged grain.	Overage or shortage after allowing for damaged.	Net overage or shortage per 1,000 bush.	Amount of allowance of $\frac{1}{4}$ bush. per 1,000 bush.	Net overage or shortage after making allowance.	Amount of grain also carried for which no out-turns have been received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Bush.	Bush. Lbs. per 1,000 bush.	Bush.
Wheat.....	209,354	209,110	244	Short 244	Short 70.2	52 Short	192 Short 55.5

CHARLES S. NEFF.

Wheat.....	100,000	100,026	26	Over 26	Over 15.6	25 Over	51 Over	30.6
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HERBERT K. OAKES.

Wheat.....	539,000	539,220	320	100	Over 220	Over 24.5	134 Over	354 Over	484,000
Flax.....	60,300	60,230	.....	70	.....	Short 70	Short 65.3	.....	.....	70,165
Barley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

OMEGA TRANSPORTATION CO.

Wheat.....	123,000 ton.	122,933 ton	.....	67 ton.	.....	Short ton.	Short per ton.	30 Short	36 Short	17.6 ton
Elevator screenings....	9,116 $\frac{1}{2}$	9,104 $\frac{1}{4}$	.....	12 $\frac{3}{4}$	.....	" 12 $\frac{3}{4}$	" 2.7	.....	.....	4,286 $\frac{1}{2}$

SESSIONAL PAPER No. 10d

PENNSYLVANIA STEAMSHIP CO.

Wheat	Bush. 100,000 ton.	Bush. 99,796 ton.	Bush. 204 ton.	Bush. Short ton.	Bush. Short pr. ton.	Bush. Short ton.	Bush. Short ton.
Elevator screenings.....	1,897	1,886½	10½	10½	11.5	25 Short	179 Short 107.4 3,892

PICKANDS, MATHER & CO. THE INTERLAKE STEAMSHIP CO.

Wheat	Bush. 5,621,301 254,242 166,233	Bush. 5,618,864 253,956 166,242	Bush. 727 48	Bush. 3,164 286 39	Bush. 1,138 Short " Over	Bush. 1,299 Short 286 8 Over	Bush. Short Over	Bush. 1,405 Over 63 Short 106 Over 222 Short 1 1 42.0 2,713,366
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PIPKORN & McDOUGALL.

Wheat	270,000	269,130	870	Short	870 Short	193.3	67 Short	802 Short 178.3
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PORT HURON AND DULUTH STEAMSHIP CO.

Wheat								50,000
Oats								25,000
Barley								20,415

J. PRINDIVILLE & SONS.

Wheat	588,093	587,710	4	387	Short	383 Short	39.2	147 Short	236 Short 24.2
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REID & BAKER.

Wheat	81,000 ton	79,272 ton	1,728 ton.	1,728 ton	Short	121 Short pr. ton.	12.7	20 Over	20 Over 15.0 84,000 5 mtn
Elevator screenings.....	1,949½	1,936½	121	121	Short	121 Short	12.7		

SHENANGO STEAMSHIP CO.

Wheat	1,326,701	1,326,298	403	Short	403 Short	18-2	331 Short	71 Short	3-2	1,195,883
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HENRY STEINBERNNER.

Wheat	870,503	870,692	311	Over	189 Over	13-0	217 Over	406 Over	28-0	
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D. SULLIVAN & CO.—FLEET.

Wheat	1,586,121	1,585,426	41	260 Short	434 Short	16-4	396 Short	37 Short	1-4	741,700
Oats.										381,418
Flav										255,955
Elevator screenings...										ton 2,2151

VOLUNTEER TRANSIT CO.

Wheat	64,000	64,068	68	Over	68 Over	63-8	16 Over	84 Over	78-7	
Oats	60,000	59,902	97	Short	97 Short	55-3	15 Short	82 Short	46-8	

G. A. TOMLINSON—FLEET.

Wheat	7,589,823	7,585,954	563	695 Short	3,174 Short	25-1	1,897 Short	1,276 Short	10-1	Bu-sh. 2,256,623
Oats	50,000	49,440	560	"	"	380-1	12 "	347 "	372-3	
Barley	195,740	195,629	115	"	"	27-1	48 "	62 "	15-2	188,581
Flax	245,137	245,115	25	"	"	5-1				

VANCE & JOYS.

Barley	112,050	112,008	42	Short	42 Short	18-1	28 Short	14 Short	6-0	
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SESSIONAL PAPER No. 10d

WILSON TRANSIT CO.

Wheat	4,211,103	4,209,585	507	2,026	824	Short	694	Short	9.9	1,052	Over	358	Over	5.1	Bush.
Oats	322,802	322,274		528	504	"	24	"	2.5	80	"	56	"	5.9	536,026
Flax	63,000	63,030	30			Over	30	Over	26.6						

HENRY WINEMAN, JR.

Wheat	655,000	654,893		107		Short	107	Short	9.8	163	Over	56	Over	5.2	
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WISCONSIN STEEL CO.

Wheat	384,247	384,357	109			Over	109	Over	17.1	96	Over	205	Over	32.1	293,839
Oats															171,411

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN
COMMISSIONERS FOR CANADA, FOR SHORTAGES AND OVERAGES
ON CARGOES.

BETWEEN the elevators at Fort William and Port Arthur, on the one hand, and the
Lake Carriers and the Grain Clearance Corporation, of Buffalo, on the other.

As there has been organized a Grain Clearance Corporation at Buffalo, N.Y., to deal with shortages and overages on both United States and Canadian boats from Canadian loading ports to United States ports on the basis that the boat will pay, or arrange for payment, to the Grain Clearance Corporation, an amount equal to one-sixth of a bushel per 1,000 bushels loading port value, and one-quarter of a bushel per 1,000 bushels at c.i.f. value at port on date of discharge, and 12 cents per 1,000 bushels for supervision.

The Board of Grain Commissioners approves of this method of dealing with shortages and overages for the season of 1915, and notify the terminal elevator operators at the head of the lakes and lake carriers accordingly.

With regard to overages, under section 120 of *The Canada Grain Act*, the Board of Grain Commissioners must seek to ascertain the causes of overages and shortages, and if in any particular case the liability for such can be ascertained and placed, the Board of Grain Commissioners will determine the liability for the shortage and ownership of the overage. The board agree that all other overages shall be given to the Grain Clearance Corporation.

ROBERT MAGILL,
Chief Commissioner.

J. P. JONES,
Commissioner.

FORT WILLIAM, Ont., April 28, 1915.

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN
COMMISSIONERS FOR CANADA, *RE* SHORTAGES AND OVERAGES
ON CARGOES.

1. Between the elevators at Fort William and Port Arthur, on the one hand, and the lake carriers and the elevators at Canadian eastern ports on the Great Lakes and the St. Lawrence, on the other.

2. Between the elevators at Canadian eastern ports on the Great Lakes, the carriers and the elevators on the St. Lawrence.

FOR THE SEASON OF 1915.

1. The loading elevators at Fort William and Port Arthur shall allow one-sixth of a bushel per 1,000 to the unloading elevators.

2. The lake carriers shall allow one-quarter of a bushel per 1,000 to the unloading elevators.

SESSIONAL PAPER No. 10d

3. The unloading elevators shall accept and guarantee the weight as given on the weight certificates issued by the Dominion Government at Fort William and Port Arthur.

4. Cargoes loaded by elevators at Canadian eastern ports and unloaded at Montreal and Quebec shall come under a similar rule, viz., the loading elevator shall allow one-sixth of a bushel per 1,000 to the unloading elevators, the carrier shall allow one-quarter of a bushel per 1,000 to the unloading elevator and the unloading elevators shall accept and guarantee the loading weight.

5. (a) All payments by loading elevators and carriers shall be in money.

(b) The loading elevators at Fort William and Port Arthur shall pay on basis of Fort William prices on date of shipment.

(c) The lake carriers shall pay on basis of c.i.f. at point of unloading.

(d) The loading elevators at the eastern ports shall pay on basis of either Fort William or Montreal prices, as arranged between the parties concerned.

6. Whenever a shortage or an overage can be traced in any particular case, the liability for the shortage and the ownership of the overage will be determined by the Board of Grain Commissioners.

7. The unloading elevators will receive all overages other than those mentioned in paragraph 6.

8. The operators of unloading elevators shall have the right to satisfy themselves as to the quantity of damaged grain in any vessel, if possible by actual weighing.

9. The operators of unloading elevators shall have the right to satisfy themselves that they have secured all the undamaged grain in each vessel unloaded.

10. The operators of unloading elevators shall have the right to examine the vessel for defective bulk-heads or for the leaking or mixing of grain resulting from that or any other cause.

11. The regulations hereby issued hold good only for the present shipping season, and they are in the nature of an experiment. It is not the intention of the Board of Grain Commissioners to render permanent any regulation which shows itself in actual working to involve an injustice to any elevator or carrier involved. The Board of Grain Commissioners invite the co-operation of the carriers and of the elevator operators in testing these regulations, with the view of reaching the best possible method of dealing with the perplexed matter of shortages and overages.

It is the opinion of the Board of Grain Commissioners that:—

(a) Where a vessel unloads at different elevators, the operators of the unloading elevators should pro rate the overage or shortage on the lot or the cargo.

(b) That the operators of unloading elevators should organize a clearing and insurance bureau to take care of shortages and overages, and distribute these throughout the season.

(c) That the operators of the unloading elevators should take every step that may be necessary to secure full and accurate knowledge of the results of these regulations, and especially that they should send the out-turns of each cargo unloaded to the Board of Grain Commissioners, and wherever possible should record and return the out-turn by hold.

ROBERT MAGILL,

Chief Commissioner.

J. P. JONES,

Commissioner.

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN
COMMISSIONERS FOR CANADA *RE* LOADING OF VESSELS AT FORT
WILLIAM AND PORT ARTHUR.

SHIPPERS.

1. It is the duty of the shipper or his authorized agent to place orders in writing with the manager of the loading elevators, showing the quantity and grade of grain ordered for each vessel and for each compartment of the vessel.

2. In the event of loading under release given by the shipper on account of any cause whatever, the inspecting officer is relieved from responsibility for damage which may be caused, or from loss arising from errors liable to occur in an inspection when a release is given.

3. To facilitate despatch in loading, it is the duty of the shipper or his authorized agent to place orders and to surrender the documents as quickly as possible.

TERMINAL ELEVATORS.

1. It is the duty of the terminal elevator to furnish the inspecting officer in charge of the elevator with a copy of the shipping orders received.

2. A list of bins, lofters, scales, and shipping bins to be used in loading the vessel should be given to the inspector in each case.

3. It is the duty of the terminal elevator to supply facilities to place over the rail or into the hatch of the vessel the quantity and grade of grain covered by the documents duly surrendered by the owner of the grain or his authorized agent.

4. The elevator is responsible for the acts of its employees and for the delivery of the proper grade and the proper quantity of the grain.

VESSELS.

1. It is the duty of the master of the vessel to have the vessel in proper condition to receive the grain, and the Board considers that the hatches should be numbered in relation to the holds.

2. It is the duty of the master of the vessel to supply facilities to take the grain away from the rail or into the hatch of the vessel.

3. The master of the vessel has the right or the duty to see that the grade O.K'd by the inspector, as well as the shipping bins containing the grade, are discharged into the compartments specified in writing by the shipper.

WORKING HOURS.

The board confirms the following agreement that has been reached between the representatives of the terminal elevators and the representatives of the vessels as to working hours.

The elevators will always be prepared to perform any of their services during ordinary business hours, which will be from 7 a.m. to 6 p.m. daily, except Sundays and legal holidays common to Ontario and Manitoba. Should any elevator happen to be

SESSIONAL PAPER No. 10d

running during other hours, or other days, it will extend its operations to cover any service which will not entail additional expense. If service is desired outside of the ordinary business hours, or on Sundays or legal holidays, it may be specially arranged for in advance upon the condition that whoever requests the service will pay all incidental thereto other than the ordinary cost of operation which the elevator will itself pay for similar services during legal hours.

The vessel shall have the right of continuing operations after business hours as defined hereinbefore for such reasonable limited time as may be required to finish loading them in progress and as may be determined at the time by the ship master and the elevator foreman.

INSPECTORS.

1. It is the duty of the inspecting officer to secure a copy of the orders for each shipment before he commences to inspect the grain for loading the vessel.

2. It is the duty of the inspector to see that the shipping bins to be used in each case and for each grade are empty before permitting the warehouseman to elevate grain into the shipping bin.

3. It is the duty of the inspector to grade the grain that is elevated into the shipping bin.

4. It is the duty of the inspector to confirm the shipping bill for discharge to the compartments or compartments specified in writing by the shipper to receive the grade of grain.

5. It is the duty of the inspector to see that all shipping bins used or specified for use in each shipment are empty after the vessel is loaded.

WEIGHMEN.

1. It is the duty of the weighman in charge of each house before commencing weighing for vessels to see that all shipping bins are sounded and empty by dropping an extension electric light into each bin, and to see that all spouts leading to the shipping bins from the scale or scales in use are properly placed, and slides open.

2. It is the duty of the weighman also to see that all spouts are in good order and free from all leaks of any kind.

3. After the vessel is finished loading, it is the duty of the weighman to see that the scale slides are properly closed and that all grain is out by sounding the shipping bins, and also to examine the spouts and floors to see if any leak has occurred, and that the shipping bins are locked.

INSPECTORS AND WEIGHMEN.

The above rules *re* duties of inspectors and weighmen are not substitutes for the rules and regulations governing these offices issued by the chief inspector and chief weighmaster. They are inserted here to emphasize the special duties of these officers in loading vessels, and they do not relieve the elevators from the responsibilities of delivering the proper weight and grade.

ROBERT MAGILL,

Chief Commissioner.

J. P. JONES,

Commissioner.

FORT WILLIAM, Ont., April 28, 1915.

INSPECTION AND WEIGHING OF GRAIN UNDER PROVISIONS OF THE CANADA GRAIN ACT AND AMENDMENTS THERETO.

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected on same for the Fiscal Year ended March 31, 1915.

GRADES	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat Spring—							
Manitoba Hard No. 1....						23,625	23,625
Northern—							
No. 1 Hard W. Fife..						1,125	1,125
No. 1 Northern..						18,171,000	18,171,000
No. 2.....						36,826,875	36,826,875
No. 3...						25,939,125	25,939,125
Rejected						3,114,000	3,114,000
Rejected smutty						1,215,000	1,215,000
Spring—							
No. 1.....			11,000		11,000		11,000
No. 2.....			513	6,834	7,347		7,347
No grade...						4,209,750	4,209,750
No 3.....				1,436	1,436		1,436
Condemned.						67,500	67,500
Goose—							
No. 1.....							
No. 2.....			2,000		2,000		2,000
No. 3.....			350		350	1,125	1,475
Rejected..							
Commercial grades—							
No. 4.....						13,583,250	13,583,250
No. 5.....						3,667,500	3,667,500
No. 6.....						738,000	738,000
Feed.....						102,375	102,375
Cleanings..							
No establish grade						13,500	13,500
Total Spring wheat..			13,863	8,270	22,133	107,673,750	107,695,883
Wheat, winter—							
U.S. Hard Winter—							
No. 1.....							
No. 2.....				950,100	950,100		950,100
White Winter—							
No. 1.....		1,000			1,000	2,250	3,250
No. 2.....		16,389	48,307		64,696	2,250	66,946
No. 3.....							
Rejected.....							
Commercial grade—							
No. 1 White.....		8,825	16,000		24,825		24,825
No. 2.....			389		589		589
Mixed Winter—							
No. 2.....		7,588	35,208		42,796	2,250	45,046
No. 3.....							
No. grade.....		2,182			2,182	1,125	3,307
Rejected.....			1,000		1,000		1,000
Commercial grade—							
No. 1 Mixed.....		1,736	2,000		3,760		3,760

SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc. *Continued.*

GRADES	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
Wheat, winter— <i>Con.</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Alberta Red Winter—							
No. 1...						84,375	84,375
No. 2...		682	17,842		18,524	99,000	117,524
No. 3...			1,930		1,930	48,375	50,305
No. 4 Al. R. W..						3,375	3,375
Rejected...					963		963
No. 1 Red Winter..			1,000		1,000		1,000
Rejected...			1,000		1,000		1,000
Alberta White Winter—							
No. 1.....							
No. 2.....							
No. 3.....							
No. 4.....							
Rejected No. 1.							
Rejected No. 2...							
Rejected...				700	700		700
No Grade.							
U. S.. Red winter—							
No. 2.....				1,282,200	1,282,200		1,282,200
No. 1.....				387,400	387,400		387,400
Total winter wheat..		38,402	125,839	2,620,40	2,784,665	243,000	3,027,665
Grand total, wheat..		38,402	139,702	2,623,670	2,806,798	107,916,750	110,723,548
Indian Corn—							
U.S.—							
No. 2....			2,140	3,159	5,299		5,299
No. 3....			1,000	66,809	67,809		67,809
Rejected...			7,320	7,107	14,427		14,427
No grade....				24,921	24,921		24,921
Condemned...				2,000	2,000		2,000
Total Indian corn....			10,460	103,996	114,456		114,456
Oats—							
No. 1.....							
No. 2....		5,418	407,090	436,850	849,358		849,358
No. 3....		2,970	452,692	719,626	1,175,288		1,175,288
No. 4.....				153,450	153,450		153,450
No grade....		101,000		96,097	197,097		197,097
Rejected...			71,148	52,173	123,321		123,321
Condemned...							
Mixed.			2,750		2,750		2,750
Oats—							
U.S.—							
No. 2 white clipped..				145,300	145,300		145,300
No. 2.....				102,853	102,853		102,853
Total, Eastern Div'n..		109,388	933,680	1,706,349	2,749,417		2,749,417
Canadian Western—							
Extra No. 1.....						1,900	1,900
No. 1 C.W.....						146,300	146,300
No. 2 C. W.....						11,099,800	11,099,800
No. 3 C. W.....						6,891,300	6,891,300
No. 2 black.....							
No. 2 mixed.....						13,300	13,300

6 GEORGE V, A. 1916

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—*Continued.*

GRADES	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Western— <i>Con.</i>							
Feed extra No. 1.....						3,971,000	3,971,000
Feed No. 1.....						4,504,900	4,504,900
Feed No. 2.....						3,401,000	3,401,000
No grade.....						4,130,600	4,130,600
Rejected.....						1,364,200	1,364,200
Condemned.....						32,300	32,300
Mixed grain.....						281,200	281,200
Total oats W. Div....						35,837,800	35,837,800
Grand Total Oats..		109,388	933,680	1,706,349	2,749,417	35,837,800	38,587,217
Corn—							
Canadian—							
No. 2.....			1,705		1,705		1,705
No. 3.....			4,240	1,775	6,115		6,115
Rejected.....				1,715	1,715		1,715
No grade.....				4,015	4,015		4,015
Total Canadian Corn			5,945	7,505	13,550		13,550
Buckwheat—							
No. 2.....		23,760	265,754	21,871	311,385		311,385
No. 3.....			1,934	1,695	3,629		3,629
No grade.....				3,513	3,513		3,513
Rejected.....			16,636	929	17,565		17,565
Total buckwheat....		23,760	284,324	28,008	336,092		336,092
Barley—							
No. 1.....			833		833		833
No. 2.....			20,720		20,720		20,720
No. 3 extra.....		1,100	116,418	6,010	123,528	135,200	258,728
No. 3.....			85,574	16,536	102,110	1,614,600	1,716,710
No. 4.....				800	800	1,851,200	1,852,000
Feed.....						410,800	410,800
Feed, U.S.....							
Rejected.....			6,577		6,577	319,800	326,377
No grade.....				800	800	620,100	620,900
Condemned.....						1,300	1,300
Cleanings.....							
Total barley.....		1,100	230,122	24,146	255,368	4,953,000	5,208,368
Rye—							
No. 1.....						1,000	1,000
No. 2.....		4,854	142,624	16,570	164,048	102,000	266,048
No. 3.....				708	708		708
Rejected.....			2,141		2,141	8,000	10,141
No grade.....						12,000	12,000
U.S. No. 2 Western...				79,900	79,900		79,900
Total rye.....		4,854	144,765	97,178	246,797	123,000	369,797

SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—*Concluded.*

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Flaxseed—							
No. 1 N. W. Man.....						3,331,250	3,331,250
No. 2, C.W.....						539,150	539,150
No. 3, C.W.....						68,675	68,675
No grade.....						32,800	32,800
Rejected.....						28,700	28,700
Condemned.....						1,025	1,025
Total flaxseed.....						4,001,600	4,001,600
Peas—							
No. 1.....			3,900		3,900		3,900
No. 2.....			6,620		6,620		6,620
No. 3.....			100		100		100
Rejected.....			1,680		1,680		1,680
Total peas.....			12,300		12,300		12,300
Argentina Corn.....				78,308	78,308		78,308
Screenings.....						206,000	206,000
Wheat.....		38,402	139,702	2,628,670	2,806,774	107,916,750	110,723,524
Corn.....			16,405	111,501	127,906		127,906
Oats.....		109,388	933,680	1,706,349	2,749,417	35,837,800	38,587,217
Buckwheat.....		23,760	284,324	28,008	336,092		336,092
Barley.....		1,100	230,122	24,146	255,368	4,953,000	5,208,368
Rye.....		4,854	144,765	97,178	246,797	123,000	369,797
Flaxseed.....						4,001,600	4,001,600
Peas.....			12,300		12,300		12,300
Argentina Corn.....				78,308	78,308		78,308
Screenings.....						206,000	206,000
Total.....		177,504	1,761,298	4,674,160	6,612,962	153,038,150	159,651,112
1893-94.....	427,069		1,539,232	23,893,307	25,859,608	12,465,583	38,325,191
1894-95.....	484,154		1,955,175	13,462,241	15,901,570	12,407,190	28,308,760
1895-96.....	329,866		1,412,876	6,361,453	8,104,195	29,416,181	37,520,376
1896-97.....	504,595		3,933,995	18,916,013	23,354,603	21,175,495	44,530,098
1897-98.....	763,278		3,392,267	36,112,140	40,267,685	19,592,994	59,860,679
1898-99.....	1,372,731		4,354,863	34,018,327	39,745,921	22,275,937	62,021,858
1899-00.....		1,521,888	4,220,711	22,534,007	28,276,606	21,921,579	50,198,185
1900-01.....		2,502,782	9,403,867	24,289,290	36,195,939	10,178,257	46,374,196
1901-02.....	1,077,132	712,544	8,641,931	8,201,039	18,632,646	35,122,532	53,755,178
1902-03.....	1,425,091	1,215,600	11,875,805	10,548,407	25,064,903	36,943,832	62,008,735
1903-04.....	1,645,864	3,646,759	7,714,452	9,846,777	22,853,852	39,999,752	62,853,604
1904-05.....	760,982	1,990,368	2,873,901	9,922,001	15,547,252	44,404,460	59,951,712
1905-06.....	542,013	610,092	5,017,593	6,707,637	12,877,385	70,414,030	83,291,415
1906-07 (9 mos.).....	332,767	762,007	5,038,664	3,848,329	9,981,767	57,840,130	67,821,897
1907-08.....	276,811	1,034,390	2,811,794	5,643,351	9,766,346	98,152,640	107,918,986
1908-09.....	153,246	1,307,354	6,957,651	3,722,797	12,141,048	101,715,150	113,856,198
1909-10.....	119,621	602,026	2,117,814	2,445,240	5,284,701	120,314,160	125,598,861
1910-11.....	153,652	495,363	2,304,646	4,301,306	7,254,967	118,206,390	125,461,357
1911-12.....	104,837	367,583	2,561,900	5,934,500	8,968,820	185,064,325	194,033,145
1912-13.....	15,826	408,151	660,604	2,210,443	3,295,024	241,405,843	244,700,867
1913-14.....	1,000	177,796	874,566	453,777	1,507,139	262,667,300	264,174,439
1914-15.....		177,504	1,761,298	4,674,160	6,612,962	153,038,150	159,651,112

6 GEORGE V, A. 1916

No. 1.—INSPECTION Fees Accrued.

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893-94.	274 65		2,905 63	10,687 35	13,867 63	13,705 40	27,573 03
1894-95.	280 10		2,365 00	7,314 25	9,959 35	13,214 50	23,173 8
1895-96.	208 50		2,423 07	3,317 45	5,949 02	22,269 30	28,218 32
1896-97.	277 70		3,008 07	9,937 45	13,223 22	21,101 05	34,324 27
1897-98.	342 75		3,750 40	14,780 22	18,873 37	18,585 40	37,458 77
1898-99.	295 60		4,654 80	12,018 40	16,968 80	17,515 50	34,484 30
1899-00.		638 30	4,553 40	9,579 38	14,771 08	14,630 55	29,401 63
1900-01.		1,200 80	7,250 70	12,338 20	20,789 70	6,381 20	27,170 90
1901-02.	570 37	343 80	4,019 58	4,035 45	8,969 20	21,516 80	30,486 00
1902-03.	721 86	533 55	4,939 70	4,794 80	10,989 91	44,762 66	55,752 57
1903-04.	732 99	1,219 60	3,111 68	4,557 40	9,621 67	31,209 90	40,831 57
1904-05.	369 07	680 70	1,321 51	4,803 95	7,175 23	32,643 90	39,819 13
1905-06.	256 82	240 75	2,478 28	3,214 74	6,190 59	56,222 39	62,412 98
1906-07 (9mos.).	166 80	275 60	2,384 77	1,785 65	4,612 82	39,372 60	43,985 42
1907-08.	131 63	384 40	1,335 55	2,714 40	4,565 98	70,218 30	74,784 28
1908-09.	69 30	425 40	3,324 70	1,786 80	5,606 20	77,343 37	82,949 57
1909-10.	95 84	287 20	1,045 86	1,184 00	2,612 90	94,154 15	96,767 05
1910-11.	74 85	219 50	1,140 72	1,876 20			
			Quebec...	1 50	3,526 57	94,775 10	98,301 67
			St. John...	213 20			
1911-12.	51 27	229 00	1,459 26	2,950 70	4,690 23	77,002 50	81,692 73
1912-13.	8 70	235 00	280 78	1,032 60			
			St. John...	60 85	1,617 93	96,363 00	97,980 93
1913-14.	0 50	113 20	378 40	222 50	714 60	102,653 50	103,368 10
1914-15.		92 00	779 35	2,139 70	3,011 05	61,415 50	64 426,55

SESSIONAL PAPER No. 10d

No. 1.—Different Kinds of Grain Inspected for the following Fiscal Years.

	Wheat.	Indian Corn.	Oats.	Buckwheat	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Totals, 1893-94	17,010,290	2,483,100	13,278,829	819,154	821,545		421,007		3,491,266	28,325,191
" 1894-95	14,180,433	6,521,585	3,765,347	547,808	506,673		78,764		2,708,150	28,308,760
" 1895-96	28,215,715	2,267,757	3,896,646	747,804	978,663		20,978		1,392,813	37,520,376
" 1896-97	21,357,641	5,886,296	9,808,023	711,460	835,181		515,114		5,416,383	44,530,098
" 1897-98	25,489,146	15,392,432	13,403,220	765,366	338,279		1,543,722	714	2,927,800	59,860,679
" 1898-99	27,147,163	17,850,014	12,956,264	321,700	257,185		578,459		2,911,073	62,021,858
" 1899-00	23,231,690	10,643,478	9,703,850	381,223	2,746,100		593,842	42,500	2,855,496	50,198,185
" 1900-01	17,665,455	11,397,689	11,253,367	479,668	1,775,583		713,741	24,285	3,064,408	46,374,196
" 1901-02	37,629,593	1,986,380	9,244,485	542,254	1,131,027		620,891	95,000		53,755,178
" 1902-03	39,916,373	2,560,661	14,230,859	472,568	1,947,889	7,083	1,248,428	426,536	1,198,338	62,008,735
" 1903-04	38,685,340	5,091,043	14,045,434	615,902	2,345,992	2,375	255,557	606,507	1,205,454	62,853,604
" 1904-05	41,166,589	5,970,674	9,630,038	741,041	1,548,828	1,000	55,592	306,000	531,970	59,951,712
" 1905-06	64,437,497	2,875,819	11,315,864	871,755	2,679,585	1,000	46,971	494,000	568,924	83,291,415
" 1906-07 (9 mos.).	48,363,803	2,510,919	12,339,587	702,071	2,837,948	1,200	39,563	602,000	414,809	67,821,897
" 1907-08	74,845,424	4,227,324	21,930,729	651,482	4,017,953	1,000	36,351	1,616,000	592,723	107,918,986
" 1908-09	80,878,603	276,853	23,578,573	883,256	5,013,150		313,589	2,118,000	794,174	113,856,198
" 1909-10	85,388,862	415,950	29,975,608	1,460,351	4,503,536		111,599	3,509,000	233,955	123,598,861
" 1910-11	86,967,725	3,211,938	27,725,441	691,391	3,148,683		110,696	3,463,000	142,487	123,461,357
" 1911-12	133,424,750	5,261,631	45,159,266	178,963	5,898,967		55,910	3,934,000	119,658	194,033,145
" 1912-13	149,649,913	148,711	63,171,016	297,814	13,824,924		233,089	17,371,800	3,600	244,700,867
" 1913-14	155,270,308	94,120	73,714,739	139,609	16,079,609	Screenings 186,000		18,432,750	4,567	264,174,439
" 1914-15	110,723,524	127,906	38,587,217	336,092	5,208,368	1,000 Screenings 206,000	251,737	4,001,600		159,651,112
					Argentine Corn. 78,308		269,797		12,300	

No. 2.—STATEMENT showing Quantity of the Various kinds of Grain weighed in the Western and Eastern Inspection Divisions for the Fiscal Years hereinafter enumerated, with fees accrued.

TOTAL GRAIN WEIGHED CARS AND CARGOES.—WESTERN INSPECTION DIVISION.

Districts.	Wheat.	Bin lots.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Total Cargoes.	Total Cars.	Total Weighing Fees.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Western Inspection Division—											
1901-02.....	26,178,764		372,455		16,152			43,821	26,567,371	*	†25,920.00
1902-03.....	38,392,671		916,927		89,156			686,423	39,442,575	*	18,250.70
1903-04.....	64,787,591		2,693,475		477,501	726		611,322	68,645,716	*	†19,777.65
1904-05.....	72,376,570		3,828,069		554,878	694		903,863	77,371,533	*	†23,624.60
1905-06.....	116,793,199		10,641,142		2,206,837	914	2,000	1,279,181	130,547,955	*	†23,667.60
1906-07 (9 mos.).....	73,941,175		18,396,549		3,417,965		6,783	1,431,651	97,041,653	*	†41,679.75
1907-08.....	46,979,713		10,705,100	27,321	1,353,656			640,689	59,706,479	*	44,707.25
1908-09.....	53,607,060		11,229,213	93,281	2,140,263		4,165	3,075,615	68,501,468	92,407	54,783.90
1909-10.....	55,901,512		15,967,192	157,983	2,354,202		1,586	3,087,591	77,460,669	101,633	57,235.90
1910-11.....	57,258,113		16,276,582	224,284	1,598,432		3,964	1,233,333	78,446,588	105,844	79,611.90
1911-12.....	74,537,561		21,511,000	232,614	2,292,586		5,129	9,512,019	99,811,058	156,439	106,525.80
1912-13.....	106,150,072		24,390,566	821,175	5,526,165		3,274	19,029,166	146,405,126	197,193	134,767.80
1913-14.....	131,091,942		43,112,820	1,884,866	11,529,143		1,051	7,163,482	206,651,211	222,866	60,880.90
1914-15.....	87,303,917	109,909	24,232,932	1,802,949	4,807,412				125,421,652	154,315	

*No. of cars not available. †Includes amount for cars weighed.

CARS WEIGHED.—WESTERN INSPECTION DIVISION.

Fiscal Year.	Winnipeg.	Ft. William and Port Arthur.	Keewatin.	Kenora.	Moosejaw.	Calgary.	Saskatoon.	Indian Head.	Medicine Hat.	Regina.	Vancouver.	Total.
1914-15	13,790	116,978	2,477	1,095	1,465	5,397	683	305	1,027	204	953	144,374
1913-14	16,437	175,101	2,607	1,567	1,173	4,946			582		1,414	203,827

SESSIONAL PAPER No. 10d

No. 2. TOTAL GRAIN WEIGHED.—EASTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Scalpings and mixed grain.	Rye.	Flaxseed.	Peas.	Totals.	Weighing Fees.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	\$ cts.
Eastern Inspection Division—											
Goderich.....	4,109,728		2,037,355		104,903			152,400		6,404,386	1,708 80
Midland.....	1,405,582	525,218	2,669,230		17,733					4,617,763	1,069 80
Peterborough.....	28,444		104,786							133,230	31 20
Port McNicoll.....	3,334,069		2,073,811	7,640	108,436	55,263		248,187		5,831,639	1,260 10
Meaford.....						4,233					
Montréal.....											
Totals, 1914-15.....	8,877,823	525,218	6,885,182	7,640	231,072	59,496		400,587		16,987,018	4,069 90
Totals, 1904-05.....	5,742,641	18,202	448,455		20,497			32,600		6,262,395	*379 20
Totals, 1905-06.....	4,009,746	236,599	1,935,152		38,282			139,400		6,359,179	1,818 25
Totals, 1906-07 (9 mos.).....	3,094,030	192,732	2,321,501		58,199			219,269		5,885,731	1,589 40
Totals, 1907-08.....	5,266,102	746,636	4,555,945		191,602			445,876		11,206,161	3,004 19
Totals, 1908-09.....	7,087,422	435,856	5,859,562		237,050			292,929		13,912,819	3,592 35
Totals, 1909-10.....	7,486,001	516,254	8,621,082		373,261		25,567	381,761		17,404,926	4,393 11
Totals, 1910-11.....	7,886,537	934,654	6,791,281		360,431			266,986		16,239,889	4,036 88
Totals, 1911-12.....	7,049,257	925,884	8,947,219		483,774			284,844		17,690,978	4,417 00
Totals, 1912-13.....	7,388,830	418,006	9,357,515		266,968		3,100	538,697		17,973,116	4,811 30
Totals, 1913-14.....	8,219,562	417,003	9,795,867	226,147	3,350	751,584				19,413,513	4,643 40

No. 3.—STATEMENT showing Quantity of each kind of Grain, with totals received by the Terminal Elevators at Fort William and Port Arthur, for the undermentioned Crop Years.

WHEAT.

Crop Year ended Aug. 31.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
Fort William—											
C. P. R.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Consolidated.	18,456,200	27,099,996	25,578,680	16,280,130	20,553,853	22,411,451	16,364,372	24,835,529	17,479,872	29,187,189	4,117,129
Empire Elevator Co.	3,888,901	11,613,603	1,734,584	4,679,148	5,720,613	6,009,797	6,687,835	9,916,515	8,981,826	11,582,159	6,806,572
Ogilvie Flour Mills Co.	678,446	3,360,570	14,146,263	5,439,832	7,693,309	7,993,333	5,278,055	11,332,968	11,111,404	17,233,833	4,279,570
Western Term'l El. Co.					4,282,260	6,471,432	7,032,132	8,631,482	8,418,477	8,649,654	5,473,012
G. T. Pacific.						2,593,537	4,172,238	7,750,607	5,935,220	7,282,997	6,377,553
Black & Muirhead.							4,665,998	8,288,302	11,638,657	15,494,889	9,012,676
Davidson & Smith.						68,628	732,166	2,045,683			
Grain Growers Grain Co.						74,345	26,287	100,748	11,711,404	13,042,800	8,737,163
Eastern Elev. Co.										2,060,627	4,303,451
Port William Elev. Co.										5,016,331	4,783,870
Total—Fort William.	23,023,547	42,074,169	41,459,527	26,399,110	38,250,035	45,622,523	44,959,083	72,901,834	75,276,859	100,548,770	53,391,967
Port Arthur—											
Port Arthur Elev. Co.	6,839,936	10,588,083	16,108,404	12,778,549	18,225,064	20,919,221	18,438,738	24,322,731	23,731,948	26,324,411	12,448,569
D. Horn & Co.	1,645,134	2,759,276	2,985,764	1,512,213	1,513,633	1,199,202	817,417	1,828,453	1,320,743	866,740	75,800
Thunder Bay Elev. Co.						4,543,634	4,843,329	6,986,452	6,700,372		4,200,662
National Elev. Co.						1,022	1,073,304	2,153,261			
Dominion Government Elev.										5,303,153	6,579,581
Total—Port Arthur.	8,485,070	13,347,359	19,094,168	14,290,762	19,838,697	26,663,079	29,172,788	35,290,905	31,753,063	32,494,293	22,823,950
Transcona C. P. R.									227,876		
Grand Total.	31,508,617	55,421,528	60,553,695	40,689,872	58,088,732	72,285,602	70,131,871	108,192,739	107,257,798	133,043,069	75,715,606

OATS.

Fort William—											
C. P. R.											
Consolidated.	561,948	3,268,071	5,432,543	4,142,270	6,160,582	6,441,583	2,297,817	6,004,047	5,889,453	2,294,894	631,049
Empire Elevator Co.			259,989	1,126,263	999,849	2,326,840	1,495,406	2,869,783	2,155,838	3,306,907	1,312,348
Ogilvie Flour Mills Co.	63,640	1,759,874	3,038,439	2,354,419	2,326,027	3,719,653	1,974,645	3,650,776	4,000,453	6,369,353	1,589,657
Western Term'l El. Co.	41,170	71,360			1,029,693	1,968,530	324,817	1,883,665	1,338,467	909,897	421,906
G. T. Pacific.						847,855	224,746	895,818	912,760	1,041,246	449,696
Black & Muirhead.						111,362	2,790,247	3,753,733	6,544,405	8,871,650	2,711,469
Davidson & Smith.						119,824	7,628	6,286			
							29,495	84,482			

6 GEORGE V, A. 1916

STATEMENT No. 1—Number of Cars and Quantity of each kind of Grain inspected over in the Western Grain

	Crop Year 1909	Per- centage per Grade.	Crop Year 1910	Per- centage per Grade.	Crop Year 1911.
	No.	Per cent.	No.	Per cent.	No.
Wheat, spring—		0.22	282	0.32	11
One Hard	117	18.65	33,420	37.99	13,252
One Northern...	12,594	26.61	31,844	36.20	27,326
Two Northern...	17,958	25.10	12,252	13.93	21,760
Three Northern...	16,943	9.68	2,618	2.98	8,198
Number Four...	6,531	0.98	30	0.03	450
Feed.....	657	3.70	2,324	2.64	1,133
Rejected One	2,498	3.68	1,918	2.18	1,014
Rejected Two...	2,482	2.25	484	0.55	1,077
No Grade	1,517	2.75	2,000	2.27	1,065
Rejected.....	1,857	0.05	124	0.15	75
Condemned.....	30	4.33	479	0.54	2,861
No. Five.....	2,920	1.90	177	0.20	2,075
No. Six.....	1,281	0.07			
Feed Two.....	53				2
Goose Number Three..					
Hard White Fife..		0.02	3	0.02	
No Established Grade..	17	0.01	18		5
Screenings.....	10				
Total spring wheat {Cars....	67,495	100.00	87,973	100.00	80,304
{Bushels....	70,869,750		93,691,245		86,326,800
Wheat, winter—					
One Alberta Red.....	431	14.21	54	4.66	76
Two Alberta Red...	783	25.81	301	26.03	470
Three Alberta Red..	721	23.76	379	32.79	353
Four Alberta Red....					
One white Winter.....	24	0.79	5		1
Two White Winter....	54	1.78	3	1.90	7
Three White Winter..	51	1.68	5		17
Four White Winter...			9		4
One mixed Winter....	34	1.12	4		
Two mixed Winter...	37	1.22	8	1.22	4
Three Mixed Winter...	7	0.23	2		
Rejected One.....	166	5.46	22	1.90	4
Rejected Two.....	152	5.01	8	70	2
No grade.....	8	0.26	4	.61	5
Rejected.....	5	0.17	3		14
Feed.....					
Feed Two.....					
No. Four.....	342	11.28	220	19.03	162
No. Five.....	219	7.22	129	11.16	83
No. Six.....					
Total Winter Wheat.. {Cars....	3,034	100.00	1,156	100.00	1,202
{Bushels....	3,185,700		1,231,140		1,292,150
Total Wheat..... {Cars....	70,529		89,129		81,506
{Bushels....	74,055,450		94,922,385		87,618,950
Oats—					
Extra Number One.....	7	0.05			1
Number One Canadian Western.....	515	4.22	1,387	7.55	398
“ Two Canadian Western.....	6,036	49.39	12,755	69.30	7,407
“ Three Canadian Western...	929	7.60	1,549	8.43	1,167
“ Two White.....	5	0.05			
“ Three White.....	1				
“ One Mixed.....	1				
“ Two Mixed.....	60	0.50	66	0.36	23
“ Three Mixed.....					
“ One Black.....	2	0.03	3	0.02	4
“ Two Black.....	2				6

SESSIONAL PAPER No. 10d

the undermentioned railroads, by Provinces for the Crop Year ended August 31, 1915,
Inspection Division.

Per- centage per Grade.	Crop Year 1912	Per- centage per Grade.	Crop Year 1913.	Per- centage per Grade.	Crop Year 1914	Per- centage per Grade.	Crop Year 1915	Per- centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
0.01	4	2.96	239	19	783	0.57	21	.02
16.51	3,909		13,267	10.66	75,684	55.48	16,152	16.88
34.03	19,281	14.60	42,579	34.22	36,788	26.97	32,735	34.20
27.10	31,525	23.87	29,931	24.04	9,202	6.75	23,057	24.09
10.20	21,793	16.50	6,223	5.00	†1,921	1.41	12,074	12.61
0.56	8,471	6.43	371	.30	34	0.02	91	.10
1.42	433	0.83	140	.12	4,209	3.09		
1.26	634		1,200	.97				
1.34	16,401	12.42	24,049	19.33	1,109	0.81	1,080	1.13
1.32	4,240	3.21	3,584	2.88	5,758	4.23	3,742	3.91
0.09	388	0.28	27	.02	135	0.09	2,768	2.89
3.56	11,306	8.56	1,490	1.19	495	0.36	60	.06
2.59	13,647	10.34	1,163	.91	230	.17	3,260	3.41
			2				656	.69
			5	.04	4		1	
0.01	2		32		13	0.01	1	
	2		142	.13	53	0.04	12	.01
					1			
100.00	132,056	100.00	124,444	100.00	136,419	100.00	95,710	100.00
	141,960,200		139,999,500		156,881,850		107,673,750	
6.32	20	0.54	136	8.92	45	4.58	75	34.72
39.10	211	5.70	539	35.35	527	53.55	88	40.74
29.37	1,609	43.49	426	27.92	302	30.70	43	19.91
			3	19	55	5.60	3	1.39
2.08	2		3		11	1.12	2	.92
	17	0.70	12	1.97	16	1.63	2	.92
	6		15		10	1.01		
					4	0.40		
1.16	1				2	0.20	2	.92
	20	0.94						
	15				1	0.20		
1.58	148	4.16	58	3.81			1	.48
	6		9	.59	1			
13.47	1,057	28.57	209	13.70				
6.92	588	15.90	115	7.55	10	1.01		
100.00	3,700	100.00	1,525	100.00	984	100.00	216	100.00
	3,977,500		1,715,625		1,131,600		243,000	
	135,756		125,969		137,403		95,926	
	145,937,700		141,715,125		158,013,450		107,916,750	
2.87	124	0.44	41	15	5	0.01	1	.41
53.40	6,988	24.98	11,459	37.35	275	0.80	77	30.97
8.41	2,150	7.69	2,453	8.01	18,883	54.80	5,842	19.23
					8,403	24.39	3,627	
0.24	26	0.09	8	.03	11	0.03	7	.04

6 GEORGE V, A. 1916

STATEMENT No. 4.—Number of Cars and Quantity of each kind of Grain inspected over in the Western Grain Ins

	Crop Year 1909.	Per- centage per Grade.	Crop Year 1910.	Per- centage per Grade.	Crop Year 1911.
	No.	Per cent.	No.	Per cent.	No.
Oats—Concluded.					
Feed, Extra Number One.....	2,208	18.06	1,209	6.58	2,654
“ Number One.....	1,311	10.74	502	2.73	1,228
“ Number Two.....	563	4.61	395	2.15	458
Rejected.....	254	2.08	412	2.25	449
No grade.....	304	2.49	104	0.57	61
Condemned.....	22	0.18	1	0.66	13
Mixed Grain.....					
Total Oats.....	12,220	100.00	18,392	100.00	13,869
{ Cars.....					
{ Bushels.....	21,996,000		34,944,800		26,351,100
Barley—					
Number Two.....					8
“ Three Extra.....	106	3.55	48	1.24	4
“ Three.....	1,604	53.77	2,347	60.40	1,327
“ Four.....	867	29.06	1,152	29.64	563
Rejected.....	251	8.42	293	7.54	169
No grade.....	77	2.58	29	0.75	19
Feed.....	77	2.58	16	0.40	38
Condemned.....	1	0.04	1	0.03	1
Cleanings.....					
Total Barley.....	2,983	100.00	3,886	100.00	2,129
{ Cars.....					
{ Bushels.....	3,579,600		4,663,200		2,554,800
Flaxseed—					
Number 1 N.W. Man.....	1,863	84.37	3,238	90.68	2,707
“ 1 Manitoba.....	207	9.37	231	6.47	374
“ 2 C.W.....					
“ 3 C.W.....					
Rejected.....	56	2.54	56	1.57	117
No grade.....	75	3.40	39	1.09	7
Condemned.....	7	0.32	7	0.19	11
Total Flaxseed.....	2,208	100.00	3,571	100.00	3,216
{ Cars.....					
{ Bushels.....	2,208,000		3,571,000		3,216,000
Rye—					
Number One C.W.....	9	52.94	18	94.74	2
“ Two C.W.....	7	41.18	1	5.26	15
“ Three.....					
No Grade.....					
Rejected.....	1	5.88			
Total Rye.....	17	100.00	19	100.00	17
{ Cars.....					
{ Bushels.....	20,400		22,800		19,400
Corn.....					
{ Cars.....					
{ Bushels.....					
Speltz—					
Rejected.....					
{ Cars.....					
{ Bushels.....					
Screenings.....					
{ Cars.....					
{ Bushels.....					

SESSIONAL PAPER No. 10d

the undermentioned railroads, by provinces, for the Crop Year ended August 31, 1915.
pection Division—Continued.

Per centage per	Crop Year 1912.	Per- centage Grade.	Crop Year 1913.	Per centage Grade.	Crop Year 1914.	Per centage Grade.	Crop Year 1915.	Per centage Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
19.14	7,174	25.65	5,508	17.91	1,201	3.49	2,090	11.08
8.86	5,215	18.65	2,807	9.15	380	1.10	2,371	12.57
3.30	1,610	5.75	1,462	4.77	3,130	9.08	1,790	9.49
3.25	861	3.08	425	1.39	564	1.64	718	3.81
0.44	3,623	12.96	6,310	20.59	645	1.87	2,174	11.53
0.09	198	0.71	41	.50	52	0.15	17	.09
			134	.44	911	2.64	148	.78
100.00	27,969	100.00	30,648	100.00	34,460	100.00	18,862	100.00
	53,141,100		59,763,600		67,197,000		35,837,800	
0.56	14	0.26	115	1.00	779	6.67	104	2.73
62.33	2,921	55.62	5,920	51.89	5,563	47.65	1,242	32.60
26.45	1,365	26.00	2,914	25.54	3,256	27.89	1,424	37.38
7.94	350	6.67	646	5.66	1,637	14.02	246	6.46
0.89	263	5.02	1,470	12.88	103	0.88	477	12.52
1.83	331	6.31	247	2.16	308	2.64	316	8.29
	7	0.12	6	.06	18	0.16	1	.02
			90	.79	1			
100.00	5,251	100.00	11,410	100.00	11,675	100.00	3,810	100.00
	6,301,200		14,833,000		15,761,250		4,953,000	
84.17	1,181	*16.43	*15,757	74.92	12,074	94.24	3,250	83.24
11.64	2,191	†30.47	†3,454	16.42				
			94	4.34	465	3.63	526	13.47
			199	.47	68	0.53	67	1.72
3.64	2,892	†40.22	†99		96	0.75	28	.72
.22	313	4.35	781	3.2	98	0.76	32	.82
.33	613	8.53	28	.13	11	0.09	1	.03
100.00	7,190	100.00	21,030	100.00	12,812	100.00	3,904	100.00
	7,190,000		22,081,500		14,093,200		4,001,600	
11.77	1	62.85			7	8.43	1	.81
88.23	21		10	62.50	66	79.52	102	82.93
	8	37.15	1	37.50			12	9.76
	5		5		10	12.05	8	6.50
100.00	35	100.00	16	100.00	83	100.00	123	100.00
	42,000		16,000		83,000		123,000	
			2					
			2,000					
					1			
					1,000			
					298		206	
					298,000		206,000	

6 GEORGE V, A. 1910

STATEMENT No. 4.—Number of Cars and Quantity of each kind of Grain inspected over in the Western Grain Ins

		Crop Year 1910.	Per- centage- per Grade.	Crop Year 1911.	
		No.	Per cent.	No.	
<i>Recapitulation.</i>		1910.		1911.	
Grain	Wheat.	{ Cars.....	89,129	77.52	81,506
		{ Bushels ..	94,922,385		87,618,950
Oats..		{ Cars.....	18,392	15.99	13,869
		{ Bushels.....	34,944,800		26,351,100
Barley..		{ Cars.....	3,886	3.38	2,129
		{ Bushels.....	4,663,200		2,554,800
Flaxseed..		{ Cars.....	3,571	3.10	3,216
		{ Bushels....	3,571,000		3,216,000
Rye.		{ Cars.....	19	0.01	17
		{ Bushels...	22,800		
Speltz		{ Cars.....			19,400
		{ Bushels....			
Screenings..		{ Cars.....			
		{ Bushels...			
Total Grain.....		{ Cars.....	114,997	100.00	100,737
		{ Bushels.....	138,124,185		119,760,250

SUMMARY BY RAILROADS.

Canadian Pacific Railway.....	67,728	58.89	57,615
Canadian Pacific Railway, Calgary.....	4,930	4.29	4,280
Canadian Northern Railway.....	32,799	28.53	30,675
Great Northern Railway, Duluth...	4,089	3.55	1,199
Grand Trunk Pacific.....	5,451	4.74	6,968
Total...	114,997	100.00	100,737

*No. 1, N.W.C.

SESSIONAL PAPER No. 10d

the undermentioned railroads, by provinces, for the Crop Year ended August 31, 1915,
pection Division—*Concluded*.

Per-centage per Grade.	Crop Year 1912.	Per-centage per Grade.	Crop Year 1913.	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.	Crop Year 1915.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
	1912.		1913.		1914.		1915.	
80.91	135,756	77.05	125,969	66.62	137,403	69.84	95,926	78.09
13.77	145,937,700	15.87	141,715,125	16.19	158,013,450	17.51	107,916,750	15.36
2.12	27,969	2.98	30,648	6.03	31,460	5.94	18,862	3.10
3.19	53,141,100	4.08	59,763,600	11.12	67,197,000	6.52	35,837,800	3.18
0.01	5,251	0.02	11,410	.03	11,675	0.04	3,810	.10
	6,301,200		14,833,000		15,761,250		4,953,000	
	7,190		21,030		12,812		3,904	
	7,190,000		22,081,500		14,093,200		4,001,600	
	35		16		83		123	
	42,000		16,000		83,000		123,000	
			2		1			
			2,000		1,000			
					298		206	
					298,000		206,000	
100.0	176,201	100.00	189,075	100.00	196,732	100.00	122,831	100.00
	212,612,000		238,411,225		255,446,900		153,038,150	

57.22	96,266	54.64	101,660	53.76	104,727	53.24	61,381	49.97
4.24	6,524	3.72	9,844	5.21	6,513	3.31	6,625	5.40
30.44	53,692	30.48	53,825	28.46	60,259	30.63	38,792	31.58
1.20	7,505	4.22	6,205	3.29	3,330	1.69	1,387	1.13
6.90	12,214	6.94	17,541	9.28	21,903	11.13	14,646	11.92
100.00	176,201	100.00	189,075	100.00	196,732	100.00	122,831	100.00

†No. 2, C.W. ‡No. 3, C.W. ‡‡Speltz.

No. 5.—STATEMENT of Number of Vessels and Cars inspected by Districts, in the Eastern Grain Inspection Division with the total quantities of each kind of Grain and grand totals for the Division, during the year ended June 30, 1906. Nine months ended March 31, 1907 and Fiscal Years ended March 31, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Year ended March 31, 1915.	KINGSTON.			PETERBOROUGH.			TORONTO.			MONTREAL.			Total Division.		
	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.
	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.
Wheat.....				36		38,402	124		139,702	8	34	2,628,670	168	34	2,306,774
Corn.....							17		16,405	188		189,806	205		206,244
Oats.....				79		109,388	629		933,680	961	11	1,706,349	1,669	11	2,749,417
Barley.....				1		1,100	185		230,122	21		24,146	207		253,208
Rye.....				5		4,854	135		144,765	18	1	97,178	158	1	246,797
Peas.....							13		12,300				13		12,300
Buckwheat.....				23		23,760	238		284,324	34		28,008	295		355,002
“ Re-inspection.....															
Totals, 1914-15.....						177,504	1,341		1,761,298	1230	46	4,674,150	2,715	46	6,612,962
Totals, 1905-6.....	133	23	542,013			610,092	3,137	116	5,017,593	1297	257	6,707,687	5,165	399	12,877,985
Totals, 1906-1907 (9 mos.).....	98	13	332,767	574		762,010	2,744	95	5,038,686	975	127	3,848,329	4,391	235	9,981,792
Totals, 1907-1908.....	42	17	276,811	834		1,034,390	1,612	70	2,811,794	838	192	5,643,351	3,326	279	9,706,346
Totals, 1908-09.....	114	1	153,246	1,035		1,307,354	4,722	160	6,957,651	557	97	3,722,797	6,428	258	12,141,048
Totals, 1909-10.....	76	3	119,621	484		602,026	1,644	21	2,117,814	922	50	2,445,240	3,126	74	5,284,791
Totals, 1910-11.....	103	7	153,652	426		495,363	2,084	14	2,304,646	714	123	4,301,306	3,327	144	7,254,997
Totals, 1911-12.....	53	5	104,837	353		367,583	2,325	3	2,561,900	533	154	5,934,500	3,264	162	8,968,820
Totals, 1912-13.....	12		15,826	335		408,151	1	Bin	3,000	126	56	2,210,443	1,004	Bin	3,000
Totals, 1913-14.....	1		1,000	156		177,796	670		874,566	124	15	453,777	951	15	1,507,139
Totals, 1914-15.....				144		177,804	1,341		1,761,298	1,230	46	4,674,160	2,715	46	6,612,962

No. 6.—Total number of Cars inspected at Winnipeg, and other points in the West, with the totals quantity of each kind of Grain for the fifteen years hereinafter enumerated.

SESSIONAL PAPER No. 10d

Crop Year ending August 31.	WHEAT.		OATS.		BARLEY.		FLAX.		RYE.	
	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.
1900	31,637	Bush. 26,258,710	Bush. 763	Bush. 915,600	102	Bush 102,000	73	Bush. 60,590		Bush.
1901.....	14,886	12,355,380	448	537,600	28	28,000	43	35,600		
1902.....	53,708	45,651,800	3,338	4,005,600	308	308,000	146	131,400		
1903.....	51,833	51,833,000	2,036	3,054,000	471	565,200	655	655,000		
1904.....	38,473	40,396,650	1,129	1,693,500	161	193,200	536	536,000		
1905.....	37,892	39,786,600	1,824	2,736,000	390	468,000	290	290,000		
1906.....	61,542	64,619,100	5,768	8,652,000	1,357	1,628,400	503	503,000	8	9,600
1907.....	68,356	73,140,920	9,957	14,935,500	2,263	2,715,600	908	908,000	22	26,400
1908.....	50,847	53,389,350	9,312	16,761,600	2,196	2,635,200	1,617	1,617,000	10	10,000
1909.....	70,529	74,055,450	12,220	21,996,000	2,983	3,579,600	2,208	2,208,000	17	20,400
1910.....	89,129	94,922,385	18,392	34,944,800	3,886	4,663,200	3,571	3,571,000	19	22,800
1911.....	81,506	87,618,950	13,869	26,351,100	2,129	2,554,800	3,216	3,216,000	17	20,400
1912.....	135,756	145,937,700	27,969	53,141,100	5,251	6,301,200	7,190	7,190,000	35	42,000
1913.....	125,969	141,715,125	30,648	59,763,600	11,410	14,833,000	21,030	22,081,500	Corn 2 Rye 16	42,000 2,000 16,000
1914.....	137,403	158,013,450	34,460	67,197,000	11,675	15,761,250	12,812	14,093,200	Corn 11 Rye 83	1,000 83,000
1915.....	95,926	107,916,750	18,862	35,387,800	3,810	4,953,000	3,904	4,001,600	Seed 208 123	298,000 12,300
The average capacity of cars, 1915, is	1,125 bushels.		1,900 bushels.		1,300 bushels.		1,025 bushels.		1,000 bushels.	

6 GEORGE V, A. 1916

STATEMENT No. 7.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads by Provinces, for the Crop Year ended August 31, 1915, in the Western Grain Inspection Division.

Manitoba	Wheat.	Oats.	Barley.	Flax.	Rye.	Screening.	Total.
	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
C.P.R.	12,747	3,094	954	189	5	145	17,134
C.N.R.	8,582	2,233	1,012	76		25	11,928
G.T.P.	975	142	96	5		10	1,228
G.N.R.	1,108	20	53	27	3		1,211
Total.....	23,412	5,489	2,115	297	8	180	31,501
Bushels	26,338,500	10,429,100	2,749,500	304,425	8,000	180,000	40,009,525
<i>Saskatchewan.</i>							
C.P.R....	33,525	3,072	347	1,791	1	5	38,741
C.N.R.	19,310	2,878	364	1,151		4	23,707
G.T.P.....	9,659	1,673	68	322	1	7	11,730
G.N.R.	30			144	1		175
Total.....	62,524	7,623	779	3,408	3	16	74,353
Bushels ..	70,339,500	14,483,700	1,012,700	3,493,200	3,000	16,000	89,348,100
<i>Alberta.</i>							
C.P.R.....	4,478	888	44	91	5	1	5,507
" Calgary ..	2,386	3,436	681	8	105	9	6,625
C.N.R.....	2,043	921	130	62	1		3,157
G.T.P.....	1,083	506	61	37	1		1,688
G.N.R.....				1			1
Total.....	9,990	5,751	916	199	112	10	16,978
Bushels .	11,238,750	10,926,900	1,190,800	203,975	112,000	10,000	23,682,425

RECAPITULATION—BY PROVINCES.

Manitoba.....	23,412	5,489	2,115	297	8	180	31,501
Saskatchewan.....	62,524	7,623	779	3,408	3	16	74,353
Alberta.....	9,990	5,751	916	199	112	10	16,978
Grand total	95,926	18,863	3,810	3,904	123	206	122,832
{ Cars.....	107,916,750	35,839,700	4,953,000	4,001,600	123,000	206,000	153,040,050
{ Bushels.....							

SESSIONAL PAPER No. 10d

STATEMENT No. 8. — Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads for Crop Year ended August 31, 1915, in the Western Division.

		Wheat	Oats	Barley	Flax	Rye	Screenings	Total
C.P.R.	{ Cars... Bushels..	50,757 57,093,750	7,054 13,402,600	1,345 1,748,500	2,071 2,122,775	11 11,000	151 151,000	61,382 74,529,625
C.P.R.— Calgary East.	{ Cars.... Bushels..	170 191,250	223 423,700	38 49,400	4 4,100	68 68,000	1 1,000	504 737,450
West	{ Cars.... Bushels..	313 352,125	641 1,217,900	147 191,100	1 1,025	4 4,000		1,106 1,766,150
Calgary	{ Cars... Bushels..	1,903 2,140,875	2,572 4,886,800	496 644,800	3 3,075	33 33,000	8 8,000	5,015 7,716,550
Total..... Calgary...	{ Cars.... Bushels..	2,386 2,684,250	3,436 6,528,400	681 885,300	8 8,200	105 105,000	9 9,000	6,525 10,220,150
C.N.R.	{ Cars... Bushels..	29,935 33,676,875	6,032 11,460,800	1,506 1,957,800	1,289 1,321,225	1 1,000	29 29,000	38,792 48,446,700
G.T.P.....	{ Cars..... Bushels..	11,717 13,181,625	2,321 4,409,900	225 292,500	364 373,100	2 2,000	17 17,000	14,646 18,276,125
G.N.R. Duluth.	{ Cars..... Bushels..	1,138 1,280,250	20 38,000	53 68,900	172 176,300	4 4,000		1,387 1,567,450
Total.....	{ Cars.... Bushels..	95,926 107,916,750	18,863 35,839,700	3,810 4,953,000	3,904 4,001,600	123 123,000	206 206,000	122,832 153,040,050

6 GEORGE V, A. 1916

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years ended August 31, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1907.....	2,381	2	2	.....
October, 1907.....	10,641	46	31	15
November, 1907.....	12,876	31	23	8
December, 1907.....	10,019	17	9	8
January, 1908.....	5,740	27	20	7
February, 1908.....	3,995	33	21	12
March, 1908.....	4,972	47	34	13
April, 1908.....	4,152	45	34	11
May, 1908.....	2,125	22	18	4
June, 1908.....	3,398	34	26	8
July, 1908.....	2,658	6	6	.....
August, 1908.....	1,115	7	5	2
Totals.....	63,982	317	229	88
September 1908.....	11,018	23	23	.....
October, 1908.....	16,812	48	38	10
November, 1908.....	21,068	53	38	15
December, 1908.....	10,918	37	29	8
January, 1909.....	3,374	21	14	7
February, 1909.....	3,765	14	10	4
March, 1909.....	7,668	37	30	7
April, 1909.....	5,637	30	21	9
May, 1909.....	1,930	1	1	.....
June, 1909.....	2,784	7	3	4
July, 1909.....	2,129	5	4	1
August, 1909.....	854	.....	.....	.....
Totals.....	87,957	276	211	65
September, 1909.....	17,365	13	8	5
October, 1909.....	23,219	22	17	5
November, 1909.....	19,438	42	26	16
December, 1909.....	9,726	10	5	5
January, 1910.....	5,510	10	7	3
February, 1910.....	5,123	12	5	7
March, 1910.....	7,507	13	5	8
April, 1910.....	7,535	18	14	4
May, 1910.....	5,465	2	.....	2
June, 1910.....	4,920	1	.....	1
July, 1910.....	5,191	6	4	2
August, 1910.....	3,998	3	1	2
Totals.....	114,997	152	92	60
September, 1910.....	12,938	13	11	2
October, 1910.....	22,421	45	31	14
November, 1910.....	15,798	29	16	13
December, 1910.....	7,967	31	24	7
January, 1911.....	1,890	4	4	.....
February, 1911.....	3,301	14	10	4
March, 1911.....	8,600	41	25	16
April, 1911.....	7,024	8	5	3
May, 1911.....	4,201	3	.....	.....
June, 1911.....	6,451	5	5	.....
July, 1911.....	6,828	9	7	2
August, 1911.....	3,318	2	2	.....
Totals.....	100,737	204	140	64

SESSIONAL PAPER No. 10d

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years, etc.—*Concluded.*

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September 1911.....	10,565	21	13	8
October, 1911.....	26,642	51	33	18
November, 1911.....	23,657	43	32	11
December, 1911.....	22,137	47	36	11
January, 1912.....	10,807	19	16	3
February, 1912.....	15,618	18	17	1
March 1912.....	16,757	71	58	13
April, 1912.....	14,348	43	35	8
May, 1912.....	11,755	46	40	6
June, 1912.....	10,848	45	38	7
July, 1912.....	9,711	21	17	4
August, 1912.....	3,356	14	12	2
Totals.....	176,201	439	347	92
September, 1912.....	5,953	8	7	1
October, 1912.....	33,779	21	15	6
November, 1912.....	35,519	33	31	2
December, 1912.....	25,598	24	21	3
January, 1913.....	16,094	41	33	8
February, 1913.....	11,251	25	23	2
March, 1913.....	14,512	22	18	4
April, 1913.....	10,005	17	15	2
May, 1913.....	14,709	24	19	5
June, 1913.....	10,785	15	11	4
July, 1913.....	7,084	11	11	...
August, 1913.....	3,786	4	4	...
Totals.....	189,075	245	208	37
September, 1913.....	27,943	11	9	2
October, 1913.....	45,622	22	20	2
November, 1913.....	42,820	38	36	2
December, 1913.....	24,008	41	34	7
January, 1914.....	5,580	6	3	3
February, 1914.....	3,551	10	9	1
March, 1914.....	9,414	8	8	...
April, 1914.....	10,575	17	11	6
May, 1914.....	8,919	16	13	3
June, 1914.....	8,684	4	2	2
July, 1914.....	5,796	4	3	1
August, 1914.....	3,814	2	2	...
Totals.....	196,726	179	150	29
September, 1914.....	34,526	27	22	5
October, 1914.....	16,799	26	18	8
November, 1914.....	17,117	45	36	8
December, 1914.....	7,812	9	8	1
January, 1915.....	5,115	6	6	...
February, 1915.....	8,111	18	17	1
March 1915.....	11,092	15	13	2
April 1915.....	8,460	23	15	8
May 1915.....	5,786	4	4	...
June 1915.....	3,467	2	1	1
July 1915.....	3,070	...	...	...
August, 1915.....	1,476	2	2	...
Totals.....	122,831	177	142	34

C lgary.

Crop year, 1914-15.	6,625	39	28	11
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6 GEORGE V, A. 1916

No. 10.—STATEMENT showing the number of Surveys held on Cars of Grain at Toronto during the Crop Years ended August 31, 1910, 1911, 1912, 1913, 1914 and 1915.

Month	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1909	38			
October, 1909	220	1	1	
November, 1909	277	3	1	2
December, 1909	273	6	6	
January, 1910	179	7	3	4
February, 1910	174	1	1	
March, 1910	133			
April, 1910	113			
May, 1910	65			
June, 1910	70	1		1
July, 1910	37	1		1
August, 1910	40	1	1	
Totals	1,619	21	13	8
September, 1910	29	2	1	1
October, 1910	112	14	6	8
November, 1910	182	1	1	
December, 1910	290	1		1
January, 1911	359	3	1	2
February, 1911	287	2	2	
March, 1911	392	9	6	3
April, 1911	142	3	1	2
May, 1911	90	1		1
June, 1911	155	1		1
July, 1911	253	4	1	3
August, 1911	533	2	1	1
Totals	2,824	43	20	23
September, 1911	333	4	4	
October, 1911	298	3	2	1
November, 1911	185			
December, 1911	93	2	2	
January, 1912	57			
February, 1912	116			
March, 1912	70	1		1
April, 1912	43			
May, 1912	17			
June, 1912	8			
July, 1912	9			
August, 1912	11			
Totals	1,240	10	8	2
September, 1912	24			
October, 1912	67			
November, 1912	84			
December, 1912	74	1		1
January, 1913	77			
February, 1913	57			
March, 1913	60	4	2	2
April, 1913	25	1		1
May, 1913	31			
June, 1913	16			
July, 1913	10			
August, 1913	15			
Totals	540	6	2	4

SESSIONAL PAPER No. 10d

No. 10.—STATEMENT showing the number of Surveys held on Cars of Grain at Toronto during the Crop Year ended August 31, 1910, 1911, 1912, 1913 1914 and 1915—*Continued.*

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1913.....	82			
October, 1913.....	125	3	1	2
November, 1913.....	97			
December, 1913.....	107	4	1	3
January, 1914.....	67			
February, 1914.....	55			
March, 1914.....	39			
April, 1914.....	43	4	1	3
May, 1914.....	25	1	1	
June, 1914.....	21	1	1	
July, 1914.....	12			
August, 1914.....	17			
Totals.....	690	13	5	8
September, 1914.....	73	1		1
October, 1914.....	118	1	1	
November, 1914.....	170			
December, 1914.....	280	2	1	1
January, 1915.....	311	1		1
February, 1915.....	117	1	1	
March, 1915.....	114			
April, 1915.....	154	3	2	1
May, 1915.....	111	1	1	
June, 1915.....	77			
July, 1915.....	75			
August, 1915.....	59	1	1	
Totals.....	1,659	11	7	4

6 GEORGE V, A. 1916

No. 11.—COMPARATIVE STATEMENT of Receipts of Grain at Terminal Elevators, Fort William and Port Arthur, for the Crops of 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Crop Year to August 31	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.
1901.....	5,959,920	1,394		7,675	7,225,077
To Duluth.....	1,256,088				
1912.....	30,141,536	1,237,557	56,769	10,726	38,738,249
To Duluth.....	7,291,661				
1903.....	41,302,474	1,625,623	348,909	167,537	44,884,252
To Duluth.....	1,439,709				
1904.....	32,080,627	193,501	101,425	462,053	32,837,606
1905.....	31,508,617	832,664	259,310	169,761	32,770,352
1906.....	56,056,560	6,278,449	1,001,298	392,000	63,728,307
1907.....	60,553,693	13,012,106	1,869,181	796,191	76,231,171
1908.....	40,689,868	10,657,172	1,914,296	1,515,694	54,777,030
1909.....	58,088,727	15,031,400	2,498,174	2,110,668	77,728,969
				Rye 4,999	
1910.....	72,285,601	26,483,516	3,300,676	3,360,800	105,435,592
				Rye 5,236	
1911.....	70,131,871	17,777,080	1,536,500	2,877,330	92,328,017
				Rye 10,204	
1912.....	108,192,739	29,459,591	3,482,689	5,954,451	147,099,674
1913.....	107,494,757	34,482,918	9,868,774	17,999,403	169,845,852
				Rye 13,002	
1914.....	133,737,205	41,455,152	10,576,310	12,425,544	198,207,213
1915.....	75,715,606	17,189,298	2,624,081	3,179,925	98,713,396
				Rye 4,486	

SESSIONAL PAPER No. 10d

No. 12.—COMPARATIVE STATEMENT showing Quantity of each kind of Grain Shipped from Fort William and Port Arthur, for the Crop Years hereinafter enumerated.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900-01...	6,468,511					6,468,511
1901-02...	28,148,728	1,135,733	52,185	10,726		29,347,372
1902-03...	41,487,536	1,619,487	322,377	115,446		43,544,846
1903-04...	31,384,151	286,446	67,471	282,013		32,020,081
1904-05...	29,669,107	767,933	265,002	271,296		30,973,338
1905-06...	55,509,720	5,721,815	959,546	456,928		62,648,009
1906-07...	54,849,649	12,744,736	1,839,177	753,307	9,010	70,195,879
1907-08...	47,521,490	11,096,405	1,971,938	1,514,644	3,036	62,107,513
1908-09...	58,193,198	15,048,353	2,490,679	2,033,334		77,765,564
1909-10...	72,266,424	22,630,679	3,010,566	3,555,194	5,675	101,468,538
1910-11...	70,336,459	19,937,902	1,635,231	2,880,067	1,893	94,791,552
1911-12...	106,933,174	27,783,572	3,241,590	5,587,580	11,607	143,557,523
1912-13...	108,660,217	33,735,035	9,999,557	16,410,275		168,805,084
1913-14...	133,798,008	43,633,361	10,863,305	12,062,693	10,380	200,367,747
1914-15...	78,919,402	17,121,890	2,649,561	4,413,424	3,579	103,107,856

6 GEORGE V, A. 1916

No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop Year ending August 31, 1916, with comparisons for 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1914.....	26,392,140	3,532,355	673,296	271,202	690	30,869,683
October, 1914.....	11,608,678	3,534,168	634,235	729,866	1,856	16,508,803
November, 1914.....	8,888,394	3,057,210	404,905	640,316	349	12,991,174
December, 1914.....	4,168,141	1,302,139	157,691	405,854	1,281	6,035,106
January, 1915.....	1,641,914	453,495	64,194	146,471		2,306,074
February, 1915.....	2,544,505	761,364	98,698	82,892		3,487,459
March, 1915.....	4,565,436	1,125,586	68,096	165,112		5,924,230
April, 1915.....	6,215,271	1,325,911	189,673	351,777		8,082,632
May, 1915.....	4,381,037	552,078	88,310	153,867		5,175,292
June, 1915.....	2,496,906	536,894	74,341	110,350		3,218,491
July, 1915.....	2,086,084	789,136	94,544	90,167	310	3,060,241
August, 1915.....	727,100	218,962	76,098	32,051		1,054,211
Total, 1914-15.....	75,715,606	17,189,298	2,624,081	3,179,925	4,486	98,713,396
Crop, Year 1908.....	40,689,868	10,657,172	1,914,296	1,515,694		54,777,030
Crop, year 1909.....	58,088,727	15,031,400	2,498,174	2,110,668		77,728,969
Crop, year 1910.....	72,285,601	26,483,516	3,300,676	3,360,800	4,999	105,435,592
Crop, year 1911.....	70,131,871	17,777,080	1,536,500	2,877,330	5,236	92,328,017
Crop, year 1912.....	108,192,739	29,459,591	3,482,689	5,954,451	10,204	147,099,674
Crop, year 1913.....	107,494,757	34,482,918	9,868,774	17,999,403		169,845,852
Total, 1913-14.....	133,737,205	41,455,152	10,576,310	12,425,544	13,002	198,207,213

SESSIONAL PAPER No. 10d

No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop, etc.—*Concluded.*

Month.		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1914....	Rail.	309,171	10,044	2,894			322,109
	Lake	12,217,562	994,001	289,949	702,002		14,203,514
October, 1914.....	Rail.	236,889	138,787	6,573		1,084	383,324
	Lake	17,195,698	4,338,699	747,200	1,279,753		23,562,040
November, 1914....	Rail..	265,462	43,924			774	310,160
	Lake	16,248,561	3,313,136	639,213	1,316,839		21,517,749
December, 1914....	Rail..	543,495	92,788	54,907	79,465		770,655
	Lake	2,892,699	694,454	37,435	251,567	349	3,876,504
January, 1915....	Rail..	1,049,868	555,955	29,445	7,624	682	1,643,574
	Lake						
February, 1915....	Rail..	2,649,504	279,575	22,114	15,007		2,966,200
	Lake						
March, 1915....	Rail..	915,699	34,914	4,352	929		955,894
	Lake						
April, 1915.....	Rail..	147,321	18,994	1,696			168,011
	Lake	8,707,683	962,447	2,000	29,491		9,701,621
May, 1915.....	Rail..	134,481	21,430	83	245		156,239
	Lake	7,463,024	2,677,072	256,842	117,625		10,514,563
June, 1915.....	Rail..	128,946	13,088	950	1,070		144,054
	Lake	3,023,562	885,466	323,881	290,348		4,523,257
July, 1915.....	Rail..	154,190	7,451	505	3,557		165,703
	Lake	2,612,974	1,278,738	133,642	173,900		4,199,254
August, 1915.....	Rail..	91,128	7,244	1,961			100,333
	Lake	1,931,494	753,683	93,919	144,002		2,923,098
Total crop year 1915	Rail..	6,626,147	1,224,195	125,481	107,897	2,540	8,086,260
	Lake	72,293,255	15,897,695	2,524,080	4,305,527	1,039	95,021,596
Crop, year 1908....	Rail..	10,224,540	3,888,695	694,310	300,233		15,107,778
	Lake	36,607,299	7,163,801	1,256,166	1,231,609		46,258,875
Crop, year 1909....	Rail..	8,451,114	2,690,863	516,119	404,313		12,062,409
	Lake	49,742,084	12,257,490	1,974,560	1,629,021		65,703,155
Crop, year 1910....	Rail..	9,119,987	2,471,304	412,141	544,371	2,939	12,550,742
	Lake	63,146,437	20,159,375	2,598,425	3,010,823	2,736	88,917,796
Crop, year 1911....	Rail..	7,594,404	1,444,158	115,419	403,109		9,557,090
	Lake	62,742,055	18,493,744	1,519,812	2,476,958	1,893	85,234,462
Crop, year 1912....	Rail..	19,790,878	7,115,692	306,705	1,434,668	4,543	28,652,486
	Lake	87,142,296	20,667,880	2,934,885	4,152,912	7,064	114,905,037
Crop, year 1913....	Rail..	12,538,098	5,548,497	1,248,745	924,142		20,259,482
	Lake	96,124,119	28,186,538	8,750,812	15,891,307		148,952,776
Total crop year 1914	Rail..	8,259,563	4,522,460	901,340	228,250	10,365	13,921,978
	Lake	124,697,011	39,060,529	9,963,500	11,814,050	213	185,535,303

NOTE.—The shipments to Mill at Fort William are included in rail shipments.
Compiled weekly to the 28th day of August, 1915.

6 GEORGE V, A. 1916

No. 14.—STATEMENT showing Shipments of Grain from Fort William and Port Arthur to the undermentioned Ports during the Seasons of Navigation 1913, 1914 and 1915.

	WHEAT.					
	Season of Navigation, 1913		Season of Navigation, 1914		Season of Navigation, 1915	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Ports—						
Midland	8,647,262	1,491,485	9,188,395		2,276,217	
Tiffin					7,005,145	
Depot Harbour	3,634,058	60,000	370,000		1,528,828	
Collingwood	380,139		90,019			
Point Edward	214,635	178,721				
Meaford	406,962					
Goderich	5,666,958	330,355	5,925,142		6,604,564	176,703
Port Colborne	20,187,730		26,553,362		25,309,842	
Thorold	67,315					
Port Stanley	67,041		170,612		64,975	
Kingston	4,689,846		2,653,494		413,176	
Montreal	7,047,807		5,103,146		2,453,243	
Seaforth						
Prescott	226,982				13,504	
Silver Island						
Quebec						
Port McNicoll	8,155,855		11,288,198		14,497,824	
Unknown destinations			30,780			
Walkerville						
Total, Canadian Ports	59,392,590	2,060,561	61,373,148		60,167,318	176,703
Winter Storage—						
Canadian Ports	1,687,930		1,325,770		427,000	
Canadian Boats wrecked cargoes	466,953					
United States ports—						
Fairport		5,263,802		229,657	231,800	5,865,212
Toledo		292,000	103,002		63,000	1,424,312
Buffalo, N. Y.	976,939	46,179,248	1,779,825	19,246,430	7,025,377	62,307,733
Superior					119,046	
Cleveland						434,000
Erie		5,837,318		1,247,149		3,354,864
Port Huron			154,864	346,858	219,858	825,822
Detroit	111,000	2,356,867	144,585		105,000	18,000
Sandusky						97,000
Total, U.S. ports	1,087,939	59,929,235	2,182,276	21,070,094	7,764,081	74,326,943
Winter Storage, U.S.		7,098,630		1,816,782		24,530,756
U.S. boats wrecked cargoes		273,500				
Grand total shipments	62,635,412	69,361,926	64,881,194	22,886,876	68,358,399	99,034,042
	131,997,338		87,768,070		167,392,801	

SESSIONAL PAPER No. 10d

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1913, 1914 and 1915.—*Continued.*

	OATS.					
	Season of Navigation, 1913.		Season of Navigation, 1914.		Season of Navigation, 1915.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....						
Midland	4,399,969		4,511,598		1,882,563	
Tiffin					2,529,335	
Depot Harbour.....	1,624,740		1,660,047		100,090	
Collingwood	150,000					
Point Edward.....	117,884					
Meaford.....						
Goderich	3,143,589		1,876,062		423,432	
Port Colborne.....	2,200,455		2,259,369		4,052,704	527,951
Port Stanley.....						
Kingston.....	1,918,763		2,200,420		1,753,908	
Montreal.....	6,982,769		5,547,260		3,574,970	
Prescott.....	304,120				18,741	
Quebec.....	178,973		644,199			
Port McNicoll	3,075,335		3,361,168		6,107,754	
Total, Canadian ports....	24,096,597		22,060,123		20,443,407	527,951
Winter Storage Canadian ports.....	1,630,217		237,114		2,043,477	
Shipped direct to England:					121,482	
U.S. ports—						
Detroit.....	29,885	598,804		168,200		
Buffalo, N. Y.....	577,787	6,698,010	175,588	2,252,822	49,999	2,413,886
Chicago.....		1,742,139		317,000		
Cleveland.....		569,532				
Erie.....		242,172				
Port Huron.....		185,196		727,073	241,174	
Toledo.....		170,000				242,802
Total, U.S. ports.....	607,672	10,203,853	175,588	3,465,095	291,173	2,656,688
Winter Storage.....		4,208,304		25,000		1,140,472
U.S. ports.....						
Grand total shipments.....	26,334,486	14,412,157	22,472,825	3,490,095	22,899,539	4,325,111
	40,746,643		25,962,920		27,224,650	

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1913, 1914 and 1915.—Continued.

	BARLEY.					
	Season of Navigation, 1913.		Season of Navigation, 1914.		Season of Navigation, 1915.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Midland	1,468,050		224,959		96,182	232,686
Tiffin					431,574	
Depot Harbour.....	824,209				115,056	
Point Edward.....	168,618	67,663				
Meaford.....	39,184					
Goderich.....	50,774		109,292		239,938	
Port Colborne.....	377,079		1,613,227		263,964	
Kingston.....	1,579,692		364,784		5,490	
Montreal.....	1,229,754		1,646,983		840,102	
Prescott.....	18,000					
Port McNicoll.....	690,404		65,342		558,945	
Total, Canadian ports....	6,445,764	67,663	4,024,587		2,551,251	232,686
Winter Storage Canadian ports.....	100,640		2,000			
U. S. port—						
Fairport.....		126,000				
Buffalo.....	65,000	2,932,467		1,069,595	34,955	1,252,190
Toledo.....					78,666	
Cleveland.....						
Detroit.....	13,704					
Erie.....		167,876				
Port Huron.....		413,550			241,376	
Total, U. S. Ports.....	78,704	3,639,893		1,069,595	354,997	1,252,190
Winter Storage U. S. ports.....		742,355				580,439
U. S. Boats wrecked.....		64,332				
Grand total shipments.....	6,625,108	4,514,243	4,026,587	1,069,595	2,906,243	2,065,315
	11,139,351		5,096,182		4,971,568	

SESSIONAL PAPER No. 10d

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1913, 1914 and 1915.—*Continued.*

	FLAX					
	Season of Navigation, 1913.		Season of Navigation, 1914.		Season of Navigation, 1915.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....						
Midland.....	2,240,648	191,469				
Tiffin.....					26,450	
Depot Harbour.....	468,536	174,758				
Collingwood.....						
Point Edward.....	13,200					
Meaford.....						
Goderich.....	773,695		128,193		212,375	
Port Colborne.....	1,098,940		154,595		3,009	
Thorold.....						
Port Stanley.....						
Kingston.....	1,963,745		83,132			
Montreal.....	1,682,533		487,518		445,974	
Prescott.....	28,000					
Sault Ste. Marie.....						
Walkerville.....						
Port McNicoll.....	163,685		228,284		143,844	
Total, Canadian ports....	8,433,182	366,227	1,081,722		831,652	
Winter Storage Canadian ports.....	101,448		34,518			
U. S. ports—						
Fairport.....						
Superior.....					53,340	
Buffalo.....	50,289	6,832,538	232,413	4,205,347	82,838	822,592
Chicago.....		370,253	227,205			101,377
Cleveland.....		112,003	117,889			256,623
Duluth.....				179,422		
Erie.....		515,936				
Port Huron.....						
Toledo.....		327,959	100,000	264,800		
Total, U. S. ports.....	50,289	8,158,689	677,507	4,649,569	136,178	1,180,592
Winter Storage, U. S. ports.....		2,063,442		1,128,340		255,956
U. S. Ports wrecked cargoes.....		142,366				
Grand total shipments....	8,584,919	10,730,724	1,793,747	5,777,909	967,830	1,436,548
	19,315,643		7,571,656		2,404,378	

6 GEORGE V, A. 1916

No. 14. SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1913, 1914 and 1915.—Continued.

	Rye			SCREENINGS.					
	Season of Navigation 1913.	Season of Navigation 1914.	Season of Navigation 1915.	Season of Navigation, 1913		Season of Navigation, 1914		Season of Navigation, 1915	
	Canadian Vessels	Canadian Vessels	Canadian Vessels	Canadian Vessels	U. S. Vessels	Canadian Vessels	U.S. Vessels	Canadian Vessels	U. S. Vessels
	Bush.	Bush.	Bush.	Bush	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—									
Owen Sound...		349						19,597	
Midland...									
Tiffin				750					
Depot Harbour...				13,534					
Collingwood...									
Point Edward...									
Meaford...									
Goderich...	1,924			45,340		44,548	WAA...		
Port Colborne...		702		86,702		79,872		31,592	
Thorold...									
Port Stanley...									
Kingston...				44,273		26,568			
Montreal.....	609			18,842		133,207			
Prescott...									
Sault Ste. Marie...									
Walkerville...									
Port McNicholl...	500					36,834		14,673	
Total Canad'n ports	3,033	1,051	Nil.	209,441		321,029		65,862	
Winter storage....						3,596			
U.S. ports—									
Ogdensburg...									
Buffalo...					190,636	64,647	125,446	27,234	236,262
Chicago.....				92,958	525,898	95,128		134,639	252,634
Cleveland...									
Duluth...				70,713	410,808	910,088	133,510	104,407	309,640
Superior...					436,683				
Winter storage in U.S. Ports...									546,646
Total, U.S. ports...				163,671	1,564,025	1,069,863	258,956	266,280	1,345,182
Grand total shipments.....	3,033	1,051		373,112	1,564,025	1,394,488	258,956	332,142	1,345,182
	3,033	1,051	Nil.	1,937,137		1,653,444		1,677,324	

SESSIONAL PAPER No. 10d

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1913, 1914 and 1915.—Continued.

	Mixed Grain				
	Mixed Grain, Season of Navigation 1913.		Mixed Grain, Season of Navigation 1914.		Season of Navigation 1915.
	Canadian Vessels.	U. S. Vessels	Canadian Vessels.	U. S. Vessels	Canadian Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—					
Owen Sound.....					
Midland.....	34,208		278		59,655
Tiffin.....					
Depot Harbour.....					
Collingwood.....					
Point Edward.....					
Meaford.....					
Goderich.....	13,508		41,167		9,815
Port Colborne.....			50,219		4,224
Thorold.....					
Port Stanley.....					
Kingston.....			76,795		7
Montreal.....	20,386		89,766		39,574
Prescott.....					
Quebec.....			5,133		
Walkerville.....					
Port McNicholl.....	58,056		60,237		15,570
Total, Canadian ports.....	126,158		323,595		128,845
Ogdensburg.....					
Buffalo.....				2,445	
Chicago.....					
Cleveland.....					
Duluth.....					
Erie.....					
Port Huron.....					
Total, U. S. ports.....				2,445	
Grand total shipments.....	126,158		323,595 326,040		128,845

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1911, 1912, 1913 1914 and 1915—
Concluded.

TOTAL GRAIN.										
	Season of Navigation, 1911.		Season of Navigation, 1912		Season of Navigation, 1913.		Season of Navigation, 1914.		Season of Navigation, 1915.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—										
Owen Sound.....	3,421,503		1,844,862		16,790,137		13,925,579		4,274,552	232,006
Midland.....			12,259,526						10,052,159	
Tiffin.....	9,807,503		3,633,446		6,552,293		2,030,047		1,743,884	
Depot Harbour.....	1,030,821		309,568		543,673		90,019			
Collingwood.....	230,137		2,395,083		514,337					
Point Edward.....	1,927,011		824,536		446,146					
Meaford.....	166,208		9,736,157		9,695,786		8,124,404		7,420,124	176,703
Goderich.....	9,346,753		12,255,471		23,950,906		30,711,346		29,665,555	527,951
Port Colborne.....	6,441,912		91,226		67,315					
Thorold.....	62,000		201,301		67,041		170,612		64,975	
Port Stanley.....	168,801		10,973,995		10,196,319		5,495,193		2,172,541	
Kingston.....	11,051,582		14,938,508		16,982,709		13,007,886		7,353,800	
Montreal.....	11,794,572		5,006							
Seaforth.....					577,102				32,247	
Prescott.....	47,573		180							
Silver Island.....										
Hamilton.....	110,699									
Quebec.....	377,463		256,991		178,973		649,332			
Port McNicoll.....	2,345,769		9,061,794		12,144,037		15,040,063		21,338,610	
Sault Ste. Marie.....										
Walkerville.....	157,370									
Unknown destination.....							30,780			
Total, Canadian ports.....	58,487,677		78,787,654		98,706,765		89,155,255		84,188,335	937,340
Shipped direct to England.....										
Winter Storage—										
Canadian ports.....									121,482	
Canadian Boats wrecked—										
Cargoes.....					3,520,235		1,602,998		2,470,477	
					466,953					

6 GEORGE V, A. 1916

No. 15.—STATEMENT showing Shipments of Grain from Duluth to the undermentioned Ports during the Seasons of Navigation 1913, 1914 and 1915.

	WHEAT.				
	Season of Navigation 1913	Season of Navigation 1914.		Season of Navigation 1915.	
	Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—					
Kingston..	335,000				
Goderich	77,628				
Midland	25,000				
Depot Harbour.....	86,080		44,000		
Tiffin.....	563,000	282,000	513,500		
Port Colborne...	109,000	96,827	747,883		
Montreal.....	1,960,277	32,610	604,759	18,171	954,531
Port McNicoll.....			655,000		
Total, Canadian ports.	3,155,985	411,437	2,565,142	18,171	954,531
U.S. ports—					
Buffalo.....	3,299,404		447,133		2,033,069
Erie.....	682,433		57,123		
Chicago.....					
Port Huron.....					
Total, U. S. ports....	3,981,837		504,256		2,033,069
Grand total.....	7,137,822	411,437	3,069,398	18,171	2,987,600

SESSIONAL PAPER No. 10d

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1913, 1914 and 1915.—*Continued*

	OATS.					
	Season of Navigation 1913.		Season of Navigation 1914.		Season of Navigation 1915.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston..						
Goderich	212,273					
Midland						
Depot Harbour						
Tiffin.....						
Port Colborne...	151,812			1,734,389		
Montreal...	393,039		491,801	232,187	14,015	
Total, Canadian ports	757,124		491,801	1,966,576	14,015	
U. S. ports—						
Buffalo ..	286,613			44,735		
Erie.....	170,297					
Chicago.....						
Total, U. S. ports....	456,910			44,735		
Grand total.....	1,214,034		491,801	2,011,311	14,015	

6 GEORGE V, A. 1916

No. 1b.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1913, 1914 and 1915.—Continued.

	BARLEY.					
	Season of Navigation 1913.		Season of Navigation 1914.		Season of Navigation 1915.	
		Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
		Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....						
Goderich.....						
Midland.....						
Depot Harbour.....		84,818				
Tiffin.....		57,703				
Port Colborne.....						
Montreal.....		470,307		168,766		
Total, Canadian ports.....		612,828		168,766		
U. S. ports—						
Buffalo.....		274,302		30,015		28,655
Detroit.....						104,235
Chicago.....						
Total, U. S. ports.....		274,302		30,015		132,890
Grand total.....		887,130		198,781		132,890

SESSIONAL PAPER No. 10d

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1913, 1914 and 1915.—*Continued.*

	FLAX.					
	Season of Navigation 1913.		Season of Navigation 1914.		Season of Navigation 1915.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....	126,927					
Goderich.....						
Midland.....	230,000					
Depot Harbour.....						
Tiffin.....	266,980					
Port Colborne.....	488,679					
Montreal.....	774,536					
Total, Canadian ports.	1,887,122					
U. S. ports—						
Buffalo.....	1,651,399					
Toledo.....				95,959		
Chicago.....	60,928			151,755		
Total, U. S. Ports....	1,712,327			247,714		
Grand total.....	3,599,449			247,714		

6 GEORGE V, A. 1916

No. 15. SHIPMENTS of Grain from Duluth for Seasons of Navigation 1913, 1914 and 1915.—*Concluded.*

	TOTAL GRAIN.				
	Season of Navigation 1913.	Season of Navigation 1914.		Season of Navigation 1915.	
	Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—					
Kingston.....	461,927				
Goderich.....	289,901				
Midland.....	255,000				
Depot Harbour.....	170,898		44,000		
Tiffin.....	887,683	282,000	513,500		
Port Colborne.....	749,491	96,827	2,482,272		
Montreal.....	3,598,159	524,411	1,005,712	32,186	954,531
Port McNicoll.....			655,000		
Total, Canadian ports.....	6,413,059	903,238	4,700,484	32,186	954,531
U. S. ports—					
Buffalo.....	5,511,718		521,883		2,061,724
Erie.....	852,730		57,123		
Chicago.....	60,928		151,755		
Detroit.....					104,235
Toledo.....			95,959		
Total, U. S. ports.....	6,425,376		826,720		2,165,959
Grand total.....	12,838,435	903,238	5,527,204	32,186	3,120,490

SESSIONAL PAPER No. 10d

No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain, by vessels and the All-rail Route from Fort William and Port Arthur for the Crop Years ending August 31, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915 (Crops of 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914)

	CROP YEAR 1899-1900.			CROP YEAR 1900-1.			CROP YEAR 1901-2.			CROP YEAR 1902-3.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—												
*Extra No. 1 Hard	4,754	.....	4,754									
No. 1 Hard...	12,246,474	1,500,554	13,747,028	1,137,392	57,240	1,194,632	5,168,691	114,430	5,283,121	16,529,726	798,183	17,327,909
†No. 2 “ ..	1,795,764	336,986	2,132,750	905,581	199,024	1,104,605	31,679		31,679	10,392,171	995,968	11,388,139
†No. 3 “ ...	660,332	182,819	843,151	2,043,985	153,612	2,197,597	34,049		34,049	4,558,469	508,349	5,066,818
No. 1 Northern...	521,783	65,767	587,550	62,302	8,364	70,666	10,699,527	289,181	10,988,708	4,822,594	628,411	5,451,005
No. 2 “ ..	34,984	5,176	40,160	2,359		2,359	9,488,246	310,352	9,798,598	2,123,896	129,769	2,253,665
No. 3 “ ..	7,444	1,323	8,767	37,680		37,680	395,327	53,363	448,690			
Sundry grades.	815,047	170,622	985,669	1,601,923	259,049	1,860,972	1,362,685	201,198	1,563,883			
Oats...	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,180,204	968,524	28,148,728	18,426,856	3,060,680	41,487,736
Barley	.....	.....	.....	.....	.....	.....	596,844	538,889	1,135,733	1,311,613	307,874	1,619,487
Flax..	.....	.....	.....	.....	.....	.....	16,152	36,033	52,185	251,769	70,608	222,377
Total grain.	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,793,200	1,554,172	29,347,372	40,046,223	3,508,623	41,544,846

*By 6 Edward VII, Chapter 18, Sec. 3, this grade was cancelled from July 13, 1906.

†By 1 Edward VII, Chapter 24, Sec. 1, these grades were cancelled from May 12, 1901.

No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—Continued.

	CROP YEAR, 1903-4.			CROP YEAR, 1904-5.			CROP YEAR, 1905-6.			CROP YEAR, 1906-7.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—												
Extra No. 1 Hard.....												
No. 1 Hard.....	510,018	25,976	535,994	147,472	11,375	158,847	657,711	9,586	667,297	3,315,759	192,114	3,507,873
No. 1 Northern.....	5,687,006	122,496	5,809,502	3,232,676	171,529	3,404,205	29,114,424	2,577,087	31,691,511	22,543,706	864,602	23,408,308
No. 2 “.....	8,453,309	335,459	8,788,768	8,046,964	224,880	8,271,844	11,591,693	1,293,140	12,584,833	14,227,111	666,067	14,893,178
No. 3 “.....	8,968,776	793,711	9,762,487	7,054,646	320,526	7,375,172	2,578,264	238,246	2,816,510	2,175,985	18,935	2,194,925
Sundry grades.....	4,933,516	1,553,884	6,487,400	9,253,113	1,205,926	10,459,039	5,685,175	1,764,394	7,449,569	9,457,388	1,387,970	10,845,358
Screenings.....												
Totals.....	28,552,625	2,831,526	31,384,151	27,734,871	1,934,236	29,669,107	49,627,267	5,882,453	55,509,720	51,719,952	3,129,607	54,849,649
Oats.....	104,978	181,468	286,446	327,122	440,811	767,933	3,899,086	1,822,729	5,721,815	10,904,417	1,840,319	12,744,736
Barley.....	46,666	20,805	67,471	122,687	142,315	265,002	571,047	388,499	959,546	1,154,654	684,523	1,839,177
Flax.....	193,398	88,615	282,013	259,965	11,331	271,296	341,127	115,801	456,928	535,111	218,196	753,307
Rye.....											9,010	9,010
Total grain.....	28,897,667	3,122,414	32,020,081	28,444,647	2,528,693	30,973,338	54,438,527	8,209,482	52,648,009	54,314,134	5,881,745	59,195,879

No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—Continued.

	Crop Year, 1907-8.			Crop Year, 1908-9.			Crop Year, 1909-10.			Crop Year, 1910-11.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
No. 1 Hard.....	218,609	19,718	238,327	154,852	8,204	163,056	243,317	24,148	267,465	34,142	4,941	39,083
No. 1 Northern.....	6,946,021	515,591	7,461,612	10,313,401	381,429	10,694,830	21,328,892	1,599,058	22,927,950	9,846,216	110,847	9,957,063
No. 2 ".....	7,904,677	747,652	8,652,329	12,102,349	981,206	13,083,555	22,035,361	1,847,667	23,883,031	19,457,442	918,672	20,406,114
No. 3 ".....	6,595,019	1,074,054	7,669,103	11,961,618	1,634,241	13,595,859	9,339,008	1,208,759	10,547,767	18,066,167	1,720,021	19,786,188
Sundry grades.....	16,261,640	7,238,479	23,500,119	14,847,506	4,137,863	18,985,369	6,818,557	2,066,954	8,915,511	14,262,408	2,839,050	17,101,458
Screenings.....							330,640		330,640	861,082		861,082
Totals.....	37,925,996	9,595,491	47,521,487	49,379,726	7,142,943	56,522,669	63,125,778	6,746,586	69,872,364	62,527,457	5,623,531	68,150,988
Oats.....	7,297,810	3,798,595	11,096,405	12,301,020	2,529,823	14,830,843	20,100,952	2,299,041	22,399,993	19,488,429	1,135,128	20,623,557
Barley.....	1,285,364	686,574	1,971,938	1,957,989	495,752	2,453,741	2,585,434	392,813	2,978,247	1,518,801	114,220	1,633,111
Flax.....	1,234,166	280,478	1,514,644	1,595,410	393,975	1,989,385	3,030,241	551,347	3,581,588	2,573,483	397,203	2,970,686
Rye.....		3,036	3,036	3,015	5,661	8,676	2,736	2,939	5,675	1,894		1,894
Total grain.....	47,743,336	14,364,177	62,107,513	65,237,160	10,568,154	75,805,314	88,845,141	9,992,726	98,837,867	80,108,260	7,271,976	93,380,236

No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—*Concluded.*

	CROP YEAR, 1911-12.			CROP YEAR, 1912-13.			CROP YEAR, 1913-14.			CROP YEAR, 1914-15		
	Vessels.		Rail.	Vessels.		Rail.	Vessels.		Rail.	Vessels.		Totals.
	Bush.	Totals.	Bush.	Bush.	Totals.	Bush.	Bush.	Totals.	Bush.	Bush.	Totals.	Bush.
Wheat—												
No. 1 Hard.....	364	4,045	3,681	216,739	240,551	85,343	894,672	980,015	30,611	3,134	33,745	
No. 1 Northern.....	2,687,048	2,928,087	241,039	12,543,518	13,708,025	2,060,096	73,677,493	75,737,589	14,782,266	1,097,898	15,790,074	
No. 2 “.....	11,960,624	12,777,279	816,655	32,330,989	36,150,889	2,463,081	32,007,949	34,471,030	25,574,825	2,345,844	27,920,669	
No. 3 “.....	20,818,864	23,221,461	2,402,597	25,656,393	26,977,724	719,535	7,948,094	8,667,629	18,517,590	1,192,191	19,709,781	
Sundry grades.....	52,158,797	63,556,981	11,398,184	26,843,255	30,878,828	2,931,508	10,168,803	13,100,311	13,387,963	2,077,170	15,465,133	
Screenings.....	211,715	453,038	241,323	1,271,568	1,271,568	.....	2,193,247	2,193,247	1,039,047	277,195	1,316,243	
Totals.....	87,837,412	102,940,891	15,103,479	98,862,462	109,227,585	8,259,563	126,890,258	135,149,821	73,332,302	6,903,343	80,235,645	
Oats.....	20,767,883	27,544,405	6,776,522	28,043,423	33,558,849	4,522,460	39,060,529	43,582,989	15,897,695	1,224,195	17,121,890	
Barley.....	2,934,889	3,227,899	293,010	8,776,003	9,962,925	901,341	9,963,498	10,864,839	2,524,081	125,481	2,649,562	
Flax.....	4,154,830	5,598,158	1,443,328	15,927,287	16,627,381	228,251	11,814,050	12,042,301	4,305,528	107,897	4,413,425	
Rye.....	7,064	11,608	4,544	5,062	5,062	10,365	213	10,578	1,040	2,540	3,580	
Total grain.....	115,702,078	139,322,961	23,626,883	151,614,237	169,381,802	13,921,980	187,728,548	201,650,528	96,060,646	8,363,456	104,424,102	

SESSIONAL PAPER No. 10d

No. 17.—COMPARATIVE Statement showing the Exports of Canadian Grain from the undermentioned Ports for the Calendar Years 1912, 1913, 1914 and 1915.

	MONTREAL.					ST. JOHN, N.B.					QUEBEC.					
	1912.		1913.		1914.		1915.		1912.		1913.		1914.		1915.	
	Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Barley	1,170,217		4,678,268		3,538,987		1,383,402		142,367		737,860		415,947		18,912	
Beans	47		219		56				451		1,289		484		39	
Buckwheat			6,160		180				2,817		1,259					
Corn			18,621						8		7,280				128,410	
Oats	4,679,728		7,370,643		6,211,489		5,511,932		381,793		576,654		226,139		3,688,482	
Pease, whole	25,558		18,678		12,524		28,400		7,156		4,946		4,938		1,384	
Rye			95,213		7,887						25,544					
Wheat	23,190,668		27,442,213		27,888,492		22,712,540		8,286,695		7,785,401		6,652,134		6,412,638	
Other grain																
Totals	29,066,218		39,630,015		37,659,615		29,636,274		8,821,287		9,140,233		7,299,642		10,249,865	

	HALIFAX.					VANCOUVER.					TOTAL.					
	1912.		1913.		1914.		1915.		1912.		1913.		1914.		1915.	
	Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Barley	104		27		6,099		71		32,370		1,312,688		5,416,155		3,993,403	
Beans	1,412		725		732		6,196				1,910		2,233		1,272	
Buckwheat					9						2,817		7,419		189	
Corn	515		1,011		1,739		2,892				523		26,912		1,739	
Oats	262,268		358,036		254,819		410,932		43,781		5,450,647		8,441,555		6,736,228	
Pease, whole	17,036		1,535		4,466		10,401		11,082		49,787		25,804		35,010	
Rye			45										121,002		7,887	
Wheat	122,875		441,469		1,234,461		504,059		139,113		31,707,259		36,300,372		35,914,200	
Other grain	3,250										3,250					
Totals	407,460		805,848		1,502,325		934,551		226,346		38,528,881		50,341,452		46,687,928	

6 GEORGE V, A. 1916

In addition to the above there were exported from the ports of Montreal, Halifax, St. John and Vancouver, the following quantities of United States grain, viz.:

		Wheat.	Corn.	Oats.	Barley.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1907.....		5,373,215	4,745,042		32,771	50,055	10,201,083
1908.....		10,908,194	430,829	109,130	113,678	51,568	11,613,399
1909.....		12,761,605	267,986	35,429	90,506	51,293	13,206,819
		3,882,885	2,834,474	38,715			6,756,074
1910.....	Halifax.....			3,616	1		3,617
	Vancouver.....	1,317					1,317
	Montreal.....	1,623,172	5,391,388	49,190			7,063,750
						Othergr'n	
1911.....	Halifax.....		100			52	152
	Vancouver.....					20	20
	Montreal.....	7,335,494		2,010,257	78,793	143,454	9,567,998
						Other gr'n	
1912.....	Halifax.....					3,333	3,333
	St. John.....		59,812				59,812
	Montreal.....	6,052,006	33,399	40,285	500,985	115,593	6,742,268
1913.....	Halifax.....				3	2,098	2,101
	St. John.....					75	75
	Montreal.....	32,872,591	2,000	2,614,147	1,014,607	358,572	36,861,917
1914.....	Halifax.....						
	St. John.....						
	Montreal.....	10,525,486	160,374	98,868			10,784,728
1915.....	Halifax.....						240
	Vancouver.....						265

SESSIONAL PAPER No. 10d

No. 18.—COMPARATIVE STATEMENT showing quantities of Grain inspected at Winnipeg, Calgary and Duluth, which are, at the initial point of shipment, billed to points East, West and South by the All-rail Route from Winnipeg and Calgary, for the undermentioned Crop Years.

Crop years, ending August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900.....	253,150	52,800	10,000	2,490		318,440
1901.....	68,060	64,800	2,000	4,980		139,840
1902.....	1,327,700	1,449,600	103,000	45,900		2,926,200
1903.....	1,644,000	406,500	116,400	263,000		2,429,900
1904.....	552,300	171,000	7,200	20,000		750,500
1905.....	1,523,550	781,500	93,600	9,000		2,407,650
1906.....	1,448,280	851,928	139,680	5,000	2,400	2,447,288
1907.....	721,180	869,400	117,600	1,000	3,600	1,712,780
Calgary going East.....	6,420	469,800	3,600		2,400	482,220
" " West.....	167,990	572,400	31,200	2,000	1,200	774,790
Total All-rail, 1907.....	895,590	1,911,600	152,400	3,000	7,200	2,969,790
1908.....	705,130	770,400	26,400	2,000	1,200	1,505,130
Calgary going East.....	14,980	201,600				216,580
" " West.....	375,570	554,400	38,400		1,200	969,570
Duluth.....	1,350,340	118,800	70,800	32,000		1,571,940
Total All-rail, 1908.....	2,446,020	1,645,200	135,600	34,000	2,400	4,263,220
1909.....	263,550	1,342,800	14,400	10,000		1,630,750
Calgary going East.....	1,304,100	2,136,600	27,600	21,000	4,800	3,494,100
" " West.....	1,043,700	1,558,800	54,000	1,000	7,200	2,664,700
Duluth.....	1,325,100	118,800	70,800	52,000		1,566,700
Total All-rail, 1909.....	3,936,450	5,157,000	166,800	84,000	12,000	9,356,250
1910.....	106,500	1,238,800	26,400		1,000	1,372,700
Calgary going East.....	328,020	566,200	13,200	15,000	4,000	926,420
" " West.....	1,292,910	1,844,900	15,800	2,000	8,000	3,163,610
Duluth.....	3,714,720	646,000	223,200	75,000		4,658,920
Total, All-rail, 1910.....	5,442,150	4,295,900	278,600	92,000	13,000	10,121,650
1911.....	314,975	1,354,700	51,600			1,721,275
Calgary going East.....	465,475	9,500	27,600	1,000		503,575
" " West.....	624,575	2,325,600	96,000	4,000	7,000	3,057,175
Duluth.....	1,244,850	3,800	2,400	37,000		1,288,050
Total All-rail, 1911.....	2,649,875	3,693,600	177,600	42,000	7,000	6,570,075
1912.....	12,249,625	6,663,300	786,000	372,000	10,800	20,081,725
Calgary going East.....	522,450	326,800	60,000	6,000	3,600	918,850
" " West.....	981,475	3,744,900	87,600	6,000	7,200	4,827,175
" " South.....	1,327,625	2,760,700	166,800	3,000	9,600	4,267,725
Duluth.....	6,930,525	1,423,100	62,400	257,000		8,673,025
Total All-rail, 1912.....	22,011,700	14,918,800	1,162,800	644,000	31,200	38,768,500
1913.....	6,159,250	4,596,150	459,492	1,244,250	4,000	12,463,142
Calgary going East.....	682,875	848,250	219,700	25,200	4,000	1,780,025
" " West.....	1,495,125	2,421,900	127,400	1,050	3,000	4,048,475
" " South.....	3,331,125	4,590,300	817,700	24,150	*4,000	8,767,275
Duluth.....	3,555,000	323,700	478,400	2,636,500		6,993,600
Total All-rail, 1913.....	15,223,375	12,780,300	2,102,692	3,931,150	15,000	34,052,517

No. 18.—COMPARATIVE STATEMENT showing quantities of Grain inspected at Winnipeg, Calgary and Duluth, which are, at the initial point of shipment, billed to points East, West and South by the All rail Route from Winnipeg and Calgary, for the undermentioned Crop Years—*Continued.*

Crop years, ending August, 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1914 ..	2,204,550	2,521,350	1,327,050	19,800	35,000	6,107,750
Calgary going East..	140,300	454,350	106,650	13,200	2,000	719,500
“ “ West....	946,450	1,739,400	93,150	1,100	31,000	2,811,100
Duluth.....	2,466,750	735,150	386,100	574,200		4,162,200
Total All-rail, 1914.....	5,758,050	5,450,250	1,912,950	608,300	2,000 69,000	13,800,550
Calgary going East..	191,250	423,700	49,400	4,100	68,000	736,450
“ “ West....	352,125	1,217,800	191,100	1,025	4,000	1,766,050
“ To Calgary.....	2,140,875	4,886,800	644,800	3,075	33,000	7,708,550
Duluth.....	1,280,250	38,000	68,900	176,300	4,000	1,567,450
Total All-rail, 1915.....	3,964,500	6,566,300	954,200	184,500	109,000	11,778,500

SESSIONAL PAPER No. 10d

No. 19.—COMPARATIVE STATEMENT of Canadian Wheat in Transit shipped from the following United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Ports.	QUANTITIES.							
	1908	1909	1910	1911	1912	1913	1914	1915
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Baltimore	88,432	465,773	1,801,294	2,200,518	5,317,498	9,152,469	11,928,664	1,406,896
Boston...	7,687,745	7,420,969	8,012,253	4,158,468	10,512,406	12,833,034	14,307,797	6,483,802
New York.....	4,333,115	5,100,117	5,911,087	9,565,752	22,566,120	18,130,667	23,710,085	13,604,527
Philadelphia...	2,473,284	5,690,749	4,995,553	3,703,191	11,937,070	10,152,457	11,728,087	3,972,289
Portland.....	5,186,129	4,809,880	6,409,286	3,564,299	5,174,759	6,481,025	9,438,961	6,548,068
Virginia.....							717,495	142,635
Totals, bushels.	19,768,707	23,487,488	27,129,471	24,192,228	55,507,853	56,749,702	71,831,089	32,158,217

COMPARATIVE STATEMENT of Canadian Flour in Transit shipped from United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Ports.	QUANTITIES.							
	1908	1909	1910	1911	1912	1913	1914	1915
	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.
Baltimore.....	321	9,639	530	11,356	29,033	86,767	60,727	45,635
Boston.....	125,308	142,482	244,066	249,232	319,024	352,289	232,718	225,302
New York.....	199,614	275,891	723,573	657,048	660,767	890,145	929,020	1,258,558
Philadelphia.....	49,884	36,600	61,282	43,211	118,569	159,027	236,338	294,237
Portland.....	130,978	110,588	170,384	184,401	237,129	196,849	200,914	190,496
Totals, barrels..	506,105	575,200	1,199,835	1,145,310	1,364,520	1,685,077	1,659,717	2,014,228

No. 20.—RATES on Grain by Vessel from Fort William and Port Arthur to Montreal, Georgian Bay Ports and Buffalo, for Season of Navigation, 1915. (April to December 13, 1915.)

Montreal.—Rates opened around 4.83 cents. In May dropped to 4.19 cents thence to 3.89 cents in June and 3.59 cents in July. In August rose again to 4.09 cents then to 5.21 cents in September. In October they advanced to 7.08 cents. There was not any through cargoes to Montreal during November therefore no rate quotations were given.

Georgian Bay Ports.—Rates opened at 1.61 cents per bushel then dropped to 1.21 cents in May and went as low as 1.16 and 1.09 in June and July respectively. In August they rose again to 1.18 cents and made a still higher advance in September to 1.94 cents. During October they rose to 3.65 cents and advanced to 4.48 cents for November.

Buffalo.—The season was evidently a little later in opening than the other ports, there being no quotations for April, while for May the rate quoted was .89 cent. In June they rose to 1 cent. In July they further rose to 1.58 cents. In August no rates were given. In September the high rate of 2.60 cents was quoted. This rose in October to 3.72 cents and advanced in November to 4.31 cents.

Other Canadian Ports (These are Ports between Georgian Bay and Lake Ontario, practically. Port Colborne for 95 per cent of cargoes).—The season opened with the rate at 1.75 cents. In May they dropped to 1.35 cents and went still lower in June, to 1.22 cents. In July there was a slight advance of 4 points making the rate 1.26 cents. In August another advance made them 1.27 cents, but in September they increased to 1.82 cents while in October they advanced to 3.27 cents thence to 4.21 cents in November.

RATES of Insurance on Grain by Vessel from Fort William and Port Arthur to Lake Huron, Erie, and Ontario Ports, also Lake Michigan, Green Bay and other U.S. Lake Ports, for the Season of Navigation. (In force from and after April 15, 1915.)

CLASSIFICATION.

	Per \$100 VALUATION.	
	First class.	Second class.
To Lake Erie, Lake Michigan, and Georgian Bay ports. (Average waived)—		
April 15th, A.M., to April 30th, P.M.	\$0.45	\$0.60
May 1, A.M., to August 31, P.M.	.30	.40
September 1, A.M., to November 30, midnight.	.45	.65
To Goderich, Port Huron, Sarnia, and Detroit. (Average waived)—		
April 1, A.M., to April 30, P.M.	.40	.55
May 1, A.M., to August 31, P.M.	.25	.35
September 1, A.M., to November 30, midnight.	.40	.60
To Kingston and Lake Ontario Ports, including Ogdensburg and Prescott. (Average waived.)—		
April 1, A. M., to April 30, P.M.	.65	.75
May 1, A.M., to August 31, P.M.	.45	.55
September 1, A.M., to November 30, midnight.	.60	1.00
To Montreal direct, without transhipment. (Average waived.)—		
April 20, A.M., to October 31, P.M.	.60	1.10
November 1, A.M., to November 30, P.M.	.70	1.25

SESSIONAL PAPER No. 10d

To Montreal, via Kingston, Prescott and Ogdensburg, and transhipped—

If transhipped at Kingston, Ogdensburg or Prescott, and forwarded to Montreal, on Board approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.

From Lake Superior ports to Lake Michigan ports, charge Lake Erie Ports' rates.

From Lake Michigan ports to Lake Michigan ports, charge 50 per cent of Lake Erie Ports' rates.

SUPPLEMENTARY PROVISIONS.

1. Above rates are strictly net to assured.

2. Vessels classing lower than second class, as above, to be declined.

3. Winter storage risk at port shipment—

Before opening of navigation (and during season of navigation when required).

First and second classes—Two-thirds cent per day.

Storage charges at port of shipment terminate April 15 and trip risk comes into force.

4. Winter storage risk at port of destination—

After close of navigation (and during season of navigation when required).

First and second classes—Two-thirds cent per day per \$100 valuation.

5. The above rates do not cover the risk in the elevator, either at port of shipment, port of transshipment, or port of destination.

POST SEASON SAILINGS.

Dec. 1 to midnight Dec. 5, 1 per cent.

Dec. 6 to midnight Dec. 8, 1½ per cent.

Dec. 9 to midnight Dec. 10, 1½ per cent.

Dec. 11 to midnight Dec 12, 2 per cent.

No scheduled rates after December 12. and extensions after that date were by special arrangements unpublished.

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same and quantity of each kind of Grain carried by them, for the Season of Navigation 1915; also recapitulation of quantity carried to Canadian and U. S. Ports.

Vessels.	No. of Trips.	Capacity.	QUANTITY CARRIED.							
			Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grain.	Excess of Loadings.
			Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Ton.
Advance.....	1	36,500	36,000					36,000		
Agawa.....	11	205,000	1,508,737	924,359				2,433,096		
Alberta.....	29	60,000	876,827	425,303	33,244	24,302		1,359,676	255,840	261
Algonquin.....	6	95,000	464,849	115,908	5,490			586,247	439	
Ames, A. E.....	5	54,000	310,217	222,541	55,836	46,000		634,597		
Arabian.....	6	36,500	96,771	65,832	52,767	34,776		250,146		
Assiniboia.....	29	75,000	958,031	540,989	20,200	9,270		1,528,490	313,469	112
Athabasca.....	22	60,000	567,123	226,577	110,887	18,400		922,987	119,697	63
Atikokan.....	10	115,000	827,859	381,546				1,209,405		
Beaverton.....	5	100,000	64,205	370,088	30,000			464,293		
Bickerdike.....	10	46,000	144,460	234,508	48,720	45,803		473,491		
Briton.....	8	125,000	700,227			14,580		714,807		3,971
Calgarian.....	8	105,000	175,263	326,891	84,724	98,674		685,552	7,440	179
Calgary.....	2	100,000	97,000	143,045				240,045		
Carleton.....	1	70,000	16,058					16,058		
Collingwood.....	12	240,000	2,727,049	90,000				2,817,049		
Corunna.....	1	48,000	43,500					43,500		
Crowe, G. R.....	17	170,000	2,586,763	97,553	166,782			2,851,098	20,380	267
Doric.....	11	114,000	606,993	523,223	89,090			1,219,306		
Drummond, Thos. J.....	2	112,000	110,273	57,470	92,256			259,999		
Easton.....	2	97,000		252,492				252,492		
Edmonton.....	6	98,000	480,447	131,387				611,834		
Emperor.....	10	345,000	3,011,888	654,251				3,666,139		
Empress of Fort William.....	1	120,000		125,000				125,000		
Empress of Midland.....	2	125,000	241,000					241,000		
Fairmont.....	1	105,000	66,000					66,000		
Fordonian.....	7	126,000	382,146	150,504	167,792	50,500		750,942	1,040,020	
Franz, W. C.....	3	200,000	187,898	598,306				786,204		
Glenfinnan.....	14	140,000	1,575,980	326,309	16,725			1,919,014	94,210	63
Glenfoyle.....	1	105,000		121,482				121,482		1110
Glenlivet.....	8	105,000	729,026	98,772	35,000			862,798		
Glenlyon.....	14	150,000	1,283,494	802,576	51,958			2,138,028		
Glenmavis.....	1	105,000	62,000	45,600				107,600		69
Glenmount.....	1	107,000	106,855					106,855		1540

SESSIONAL PAPER No. 10d

Glenshee.....	12	325,000	2,671,176	1,710,500	112,486	105,435	4,381,676		
Graham, Geo. A.....	21	115,000	1,486,129	636,375	28,000		2,340,425		
Haddington.....	5	100,000	289,826	112,009			429,835		
Hagarty, J. H. G.....	12	375,000	4,790,129				4,790,129	233	
Hamiltonian.....	11	106,000	466,144	334,873	120,000	54,691	975,708		
Inland.....	3	97,000	139,255	137,286	50,077		326,618		
Ionic.....	8	55,000	102,664	469,143	99,931	38,760	410,498	478	950
Iroquois.....	11	125,000	1,280,786		70,810		1,351,596		
Kaministiquia.....	1	120,000	65,000				65,000		
Kearsarge.....	1	160,000	55,000		115,056		170,056		
Keewatin.....	30	75,000	1,221,882	203,153	95,393	77,114	1,597,542		
Kenora.....	2	110,000		224,000			224,000		
Keynor.....	1	110,000		128,042			128,042		
Keyvive.....	1	110,000	29,000	86,591			115,591		
Kinnmount.....	5	112,000	441,230	120,517			561,747		
Malton.....	4	95,000	258,229	113,181			371,410		
Manitoba.....	26	50,000	587,745	319,622	51,586	14,758	973,711	1	880
Mapleton.....	3	110,000	91,949	244,168			336,117		
Mariska.....	15	122,000	1,627,849		187,922		1,815,771		
Martian.....	14	205,000	2,358,641	398,248			2,756,889		
Masaba.....	5	100,000	450,565				450,565		
Matthews, W. D.....	16	215,000	2,805,829	438,515			3,244,344		
McKee, J. A.....	6	120,000	473,979	343,100			817,079		
Meaford.....	7	110,000	495,060	297,588			792,648		
Midland King.....	15	210,000	2,249,056	818,345	58,993		3,126,394		
Midland Prince.....	12	310,000	3,198,247	726,144			3,924,391		
Morden, W. Grant.....	13	455,000	4,561,687	2,010,398			6,572,085	61	880
Natironco.....	3	50,000		193,091			193,091		
Weebing.....	1	106,000	23,000	25,151	2,000		50,151		
Neepawah.....	2	90,000	53,000	96,425			149,425		
Newona.....	1	120,000	114,840				114,840		
Northmount.....	2	107,000	140,000				140,000		
Orr, George N.....	1	160,000	145,109				145,109		
Osler, E. B.....	16	330,000	4,936,747	180,589			5,117,336		
Paipoonge.....	21	120,000	1,526,111	650,475	88,717	216,229	2,481,330	3,152	700
Paliki.....	1	85,000		73,539			73,539		
Pellatt, H. M.....	11	50,000	190,784	365,671	108,683	48,000	713,138		
Plummer, J. H.....	12	54,000	287,266	299,579	92,380	40,538	719,763	250	
Port Colborne.....	4	98,000	217,514	130,000			401,514		
Port Dalhousie.....	1	98,000						1,701	1685
Renvoyle.....	1	110,000	78,344				78,344		
Rosedale.....	2	80,000		144,330	37,500		181,830		
Rosemount.....	3	84,000	59,224	209,346			268,570		
Sarnian.....	6	145,000	690,301	165,781	68,423		924,505		
Saskatoon.....	1	95,000	27,700	85,000			112,700		
Seguin.....	2	40,000		112,691			112,691		
Stadacona.....	5	350,000	1,577,533				1,577,533		
Steeleton.....	2	97,000	94,500	126,948			221,448		
Stormont.....	1	107,000	73,000				73,000		
Taylor J. Frater.....	5	200,000	609,055	439,277			1,048,332		

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of and quantity of each kind of Grain carried by them, for the Season of Navigation 1915; also recapitulation of quantity carried to Canadian and U. S. Ports.—Cont.

Vessels.	No. of Trips.	Capacity.	QUANTITY CARRIED.								
			Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grain.	Elevator Screened.	
			Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Ton.	Lb.
Thunder Bay.....	6	140,000	Bush. 541,961	Bush. 399,983	Bush.	Bush.	Bush.	Bush.	941,944		
Toiler.....	3	95,000	239,582		33,488				273,070		
Turret Cape.....	8	112,000	471,138	455,519					926,657		
Valcartier.....	15	205,000	2,622,217	432,799	85,063				3,140,079		
Wade, J. H.....	3	110,000	100,000	279,420					379,420		
Wahcondah.....	8	95,000	57,000	320,942	51,777	30,000			459,719	467,250	
Westerian.....	1	40,000	40,000						40,000		
Westmount.....	1	106,000	66,833						66,833		
Winona.....	1	120,000		123,000					123,000		
Yorkton.....	5	97,000	258,769	133,144	98,745				480,658		
Total—682 Cargoes in 94 Canadian Vessels	682	11,988,000	68,537,524	23,057,013	2,718,499	967,830			95,280,866	4,767,925	9,964
											549

SESSIONAL PAPER No. 10d

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—*Continued.*

Vessel.	No. of Trips.	Capacity.	QUANTITY CARRIED.					
			Wheat.	Oats.	Barley.	Flax.	Total.	Elevator Screenings.
			Bush.	Bush.	Bush.	Bush.	Bush.	Ton. Lb.
Abyssinia	1	125,000	125,000				125,000	
Adams, Cuyler	1	300,000	293,627				293,627	
Adams, Thomas	7	220,000	1,396,972	86,004	61,339		1,544,315	
Agnew, William O.	2	275,000	721,005				721,005	
Albright, John J.	3	260,000	680,523	86,657			767,180	
Amazonas	1	130,000	128,000				128,000	
America	2	120,000	113,604			111,623	225,227	
Ames, Ward	1	365,000	360,000				360,000	
Angeline	1	255,000	232,568				232,568	
Ashley, J. S.	1	350,000	343,000				343,000	
Augustus, A. A.	3	350,000	1,007,292				1,007,292	
Australia	1	230,000	218,723				218,723	
Ball, Frank C.	3	365,000	1,079,000				1,079,000	
Ball Brothers	2	315,000	606,784				606,784	
Barlum, John J.	2	340,000	660,375				660,375	
Barlum, Thomas	2	310,000	904,720				904,720	
Barlow, J. H.	1	355,000	336,510				336,510	
Beatty, Charles	2	65,000	64,000	60,000			124,000	
Berry, B. F.	1	315,000	300,000				300,000	
Billings, Frank	2	310,000	505,502	140,000			645,502	
Bixby, W. K.	2	310,000	601,233				601,133	
Block, Joseph	1	380,000	363,963				363,963	
Beland, John J.	1	320,000	314,917				314,917	
Booth, Edwin L.	2	255,000	373,030		70,165	60,300	503,465	
Bope, H. P.	1	360,000	342,766				342,766	
Bradley, M. A.	3	300,000	730,784	92,455		79,950	903,189	
Braunsford	3	255,000	745,129				745,129	
Brazil	2	120,000	232,249				232,249	
Brower, A. G.	5	200,000	958,205				958,205	
Brown, J. J. H.	2	285,000	558,000				558,000	
Brown, W. W.	4	195,000	712,684	319,898	70,709		783,393	
Buffalo	1	230,000					319,898	
Butler, Joseph G., jr.	1	370,000	350,000				350,000	
Calderas	2	350,000	675,000				675,000	
Canopus	1	300,000	285,750				285,750	

Harvester, The..	2	390,000	678,087	171,412		849,499
Hawgood, H. B.	3	255,000	738,445			738,445
Hazard, F. R.	2	310,000	591,265			591,265
Hehard, Charles S.	3	350,000	973,189			973,189
Heffelfinger, Frank T.	3	270,000	674,375	50,000	40,000	824,375
Hemlock.	2	270,000	398,173		152,127	550,300
Holden, Hendrick S.	1	250,000	250,000			250,000
Holmes, Edwin F.	3	265,000	780,524			780,524
Hoover & Mason	2	340,000	650,100			650,100
Hubbard, Charles.	1	275,000	262,000			262,000
Hutchison, Charles L.	2	345,000	655,000			655,000
Hutchison, J. T.	2	195,000	368,337			368,337
Ireland, Robert L.	1	360,000	355,212			355,212
Jacob, C. W.	1	110,000	103,000			108,000
Jenkins, Charles O.	1	345,000	333,000			333,000
Jenks, J. M.	4	255,000	921,317		60,000	981,317
Kennedy, Hugh	1	380,000	370,000			370,000
Ken, D. G.	5	290,000	1,293,102	102,115	43,000	1,443,217
Kerby, S. R.	1	120,000	103,000			106,000
Kopp, Jacob T.	2	325,000	635,000			635,000
Kotcher, Charles W.	2	270,000	264,621		255,955	520,576
Lackawanna.	1	110,000	100,000			100,000
Lajonda.	2	190,000	279,000		68,000	347,000
Lakewood.	1	100,000	50,000	25,000	20,415	95,415
Lambert, John	1	85,000	85,000			85,000
La Salle.	6	105,000	300,272			300,272
Laughlin, James.	1	370,000	350,902			350,902
Lehigh.	2	67,000	67,000			67,000
Leonard, George B.	1	240,000	168,768		72,232	241,000
Leopold, N. F.	1	375,000	365,000			365,000
Lewiston	2	110,000	207,788			207,788
Luck, Charles A.	3	110,000	192,653		101,377	294,030
Luzon	2	190,000	137,000	100,000		237,000
Mack, William S.	2	195,000			451,938	451,938
Manchester.	1	102,000			112,050	112,050
Maruba.	2	125,000	242,650		30,662	242,650
Maryland.	4	130,000	365,510			396,172
Mather, Samuel.	4	395,000	1,554,000			1,554,000
Maytham, Thomas.	2	130,000	255,000			255,000
McIntosh, H. P.	2	355,000	605,183	140,000		745,183
McKinney, Price	2	295,000	558,111			558,111
McWilliams, John J.	5	185,000	535,772	498,995		1,034,767
Meacham, Daniel B.	1	380,000	371,000			371,000
Meesta.	1	97,000	96,258			96,258
Merida.	3	185,000	535,700			535,700
Melinokett.	2	340,000	670,887			670,887
Miller, Leonard, B.	1	340,000	328,006			328,006
Miller, P. P.	6	205,000	998,012	249,000	67,573	1,314,585
Mills, D. O.	2	385,000	751,200			751,200
Milwaukee.	1	160,000		208,054		208,054

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—Continued.

Vessel.	No. of Trips.	Capacity.	QUANTITY CARRIED.					
			Wheat.	Oats.	Barley.	Flax.	Total.	Elevator Screenings.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Ton.
Minch, Anna C.	1	240,000	233,000				233,000	
Minch, Philip.	2	320,000	632,503				632,503	
Mitchell, Alfred.	2	102,000	197,000				197,000	
Mitchell, Samuel.	2	115,000	215,000				215,000	
Moore, John, W.	2	115,000	203,355				203,355	
Morien, Joe S.	1	270,000	267,000				267,000	
Morse, Jay O.	2	330,000	728,960				728,960	
Mullen, Martin.	2	255,000	489,488				489,488	
Munro, Josiah G.	3	330,000	1,103,762				1,103,762	
Neptune.	1	195,000	192,227				192,227	
Nettleton.	1	350,000	349,013				349,013	
Niagara.	1	100,000	97,300				97,300	
Normania.	2	270,000	522,185				522,185	
Norway.	1	360,000	339,330				339,330	
Nottingham, Wm.	3	235,000	555,737	182,193			737,930	
Nyanza.	1	110,000	103,515				103,515	
Nye, Harold B.	1	240,000	224,629				224,629	
Odanah.	1	270,000	202,000			60,722	262,722	
Omega.	7	125,000	123,000				123,000	13,402
Osborne, A. W.	1	225,000	214,000				214,000	
Osborne, F. M.	2	240,000	466,000				466,000	
Owen, John.	2	115,000	220,000				220,000	
Paine, Wm. A.	3	315,000	897,401				897,401	
Panay.	2	220,000	411,000				411,000	
Penobcont.	1	250,000	235,000				235,000	
Peavey, Frank H.	3	270,000	620,405				765,435	
Peavey, Geo. W.	2	270,000	525,000				525,000	
Philbin, D. M.	2	345,000	670,300				670,300	
Pierce, E. L.	1	310,000	291,000				291,000	
Plankinton, John.	1	95,000	86,444				86,444	
Pollock, W. G.	1	275,000	251,654				251,654	
Pope.	2	150,000	293,020				293,020	
Ranney, Rufus P.	3	270,000	802,300				802,300	
Rees, W. O.	1	220,000	202,880				202,880	
Reis, Wm. E.	1	250,000	231,617				231,617	
Reiss, Peter.	2	340,000	642,033				642,033	

SESSIONAL PAPER No. 10d

Robbins, Frances L.....	1	240,000	231,891				231,891	
Robbins, S. H.....	2	280,000	546,000				546,000	
Roberts, W. T.....	2	340,000	663,890				663,890	
Rogers, Wm. A.....	3	365,000	1,076,000				1,076,000	
Roumania.....	1	90,000	90,000				90,000	
Sagamore.....	1	205,000	201,000				201,000	
Saunders, E. N.....	3	240,000	708,517				708,517	
Schlesinger, Ferdinand.....	3	130,000	248,000				248,000	2,245
Schoonmaker, Col. Jas. S. M.....	1	475,000	446,806				446,806	1,550
Seranton.....	2	250,000	482,210				482,210	
Sharples, John.....	3	85,000	165,000				165,000	380
Shaughnessy, Sir Thos.....	1	315,000	301,000				301,000	
Sheadle, J. H.....	1	375,000	362,000				362,000	
Schenango.....	1	420,000	396,031				396,031	
Sherwin, John.....	1	350,000	329,084				329,084	
Sierra.....	1	275,000	259,497				259,497	
Sinaloa.....	1	255,000	248,245				248,245	
Sirious.....	1	255,000	232,035				232,035	
Smith, B. Lyman.....	1	235,000	218,434				218,434	
Smith, Hulbert Wm.....	4	245,000	968,000				968,000	
Smith, L. C.....	1	250,000	233,400				233,400	
Smith, Lyman C.....	3	365,000	1,045,187				1,045,187	
Smith, Munro C.....	2	240,000	460,544				460,544	
Smith, Wilbert L.....	2	240,000	447,636				447,636	
Snyder, William P.....	1	375,000	359,494				359,494	
Snyder, William P., jr.....	2	475,000	930,670		145,000		930,670	
Sonoma.....	1	255,000					145,000	
Sonora.....	2	198,000	393,000				393,000	
Spalding, Jesse.....	2	71,000	141,000				141,000	
Spokane.....	3	130,000	239,677		127,635		367,312	
Squire, F. B.....	2	255,000	483,500				483,500	
Stanton, John.....	2	345,000	626,068				626,068	
Steel, King.....	1	240,000	112,000	100,000	68,591		280,591	
Stewart, A. E.....	5	220,000	984,282		77,000		1,061,282	
Sultana.....	2	195,000	302,292		43,553		385,853	
Taylor, Moses.....	1	260,000	245,000				245,000	
Thompson, Smith.....	1	280,000	256,924				256,924	
Tomlinson, G. A.....	4	340,000	1,333,987				1,333,987	
Truesdale, William H.....	4	280,000	1,102,980				1,102,980	
Umbria.....	3	260,000	747,000				747,000	
Upton, Andrew S.....	2	240,000	469,148				469,148	
Upton, J. E.....	3	345,000	1,024,560				1,204,560	
Utica.....	1	150,000	112,986				112,986	
Venezuala.....	1	105,000	100,000				100,000	
Vulcan.....	2	102,000	201,000				201,000	
Wallace, E. L.....	2	275,000	541,014				541,014	
Walsh, James P.....	1	320,000	307,815				307,815	
Walters, Thomas.....	1	410,000	390,000				390,000	
Warner, Charles M.....	5	220,000	1,032,783				1,032,783	
Watson, C. W.....	2	240,000	454,669				454,669	

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—*Concluded.*

Vessel.	No. of Trips.	Capacity.	QUANTITY CARRIED.					
			Wheat.	Oats.	Barley.	Flax.	Total.	Elevator Screenings.
			Bush.	Bush.	Bush.	Bush.	Bush.	Ton. Lb.
Wells, Frederick B.....	3	270,000	640,686				796,427	
Weston, Charles.....	2	380,000	737,228		155,741		737,228	
White, Peter.....	1	340,000	324,703				324,703	
White, Pendennis.....	1	255,000	250,000				250,000	
Wickwire, Theodore H.....	1	310,000	291,000				291,000	
Wickwire, Theodore H., jr.....	3	365,000	1,059,000				1,059,000	
Widlak, Francis.....	1	260,000	244,086				244,086	
Wilkinson, Horace S.....	5	215,000	874,953	244,784			1,119,737	
Wilpen.....	1	400,000	389,583				389,583	
Wilson, Captain Thomas.....	3	265,000	773,550				773,550	
Wisconsin.....	3	285,000	708,307		75,000		783,307	
Wolf, William H (old).....	4	105,000	100,000				100,000	
Wolf, William H.....	1	355,000	340,000				340,000	
Wright, Alfred P.....	2	120,000	110,000				110,000	1,970
Yale.....	3	200,000	588,094				588,094	
Yates, Harry.....	1	360,000	346,517				346,517	
Yosemite.....	1	220,000	207,000				207,000	
Yuma.....	2	150,000	65,000	182,803		63,000	310,803	
Zimmerman, Eugene.....	4	330,000	1,291,443				1,291,443	
Total, 452 Cargoes in 225 United States vessels.....	452	58,151,000	98,827,699	4,174,796	2,074,004	1,436,547	106,513,046	40,355 958

No. 22.—REPUTED Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915—*Concluded.*

Crops of	FLAX—ACRES.			TOTAL—ACREAGE.		
	Northwest Territories.		Totals.	Northwest Territories.		Totals.
	Manitoba.	Sas-katchewan.		Manitoba.	Sas-katchewan.	
*1900.....	10,000		10,000	2,051,615	605,347	2,656,962
1901.....	20,979		20,979	2,913,774	758,838	3,672,612
1902.....	41,200	17,067	58,267	3,136,190	989,637	4,125,827
1903.....	55,900	32,431	88,331	3,680,741	1,379,994	5,060,735
1904.....	35,428	16,264	51,692	3,752,241	1,591,601	5,343,842
1905.....	24,770	25,315	50,666	4,131,895	1,638,281	6,185,615
1906.....	18,790	76,005	98,442	4,790,530	2,500,049	7,880,669
1907.....	25,915	128,528	161,673	4,678,634	3,057,401	8,312,956
1908.....	50,187	264,728	322,961	4,775,900	5,970,841	11,487,392
1909.....	†25,096	319,100	355,396	4,641,898	6,888,100	12,471,195
1910.....	Rye 6,361 Peas 2,247	Rye 1,522 15,271	462,633	5,122,877	7,378,065	13,694,185
1911.....	41,002 85,836 Rye 6,167	Rye 20,659 93,662	1,138,732	5,819,614	8,602,455	17,488,117
1912.....	94,000	Rye 21,000	1,689,400	4,470,700	8,820,400	16,374,900
1913.....	Rye 5,000 54,000	1,453,000 Rye 3,000	Rye 24,000 1,545,000	4,757,000	10,126,000	18,422,000
1914.....	Rye 5,000 40,000	Rye 2,600 958,000	Rye 24,000 1,078,000	4,460,000	9,118,900	16,726,400
1915.....	Rye 5,800 34,000	Rye 2,700 697,000	Rye 25,300 801,000	5,313,700	10,761,800	19,823,000

NOTE.—Previous to 1905, the provinces of Saskatchewan and Alberta were grouped as the Northwest Territories.
†591 and 151 acres of this is rye and speltz, respectively.
*1,000 and 500 acres of this is rye and speltz, respectively, Alberta. ‡3,007 and 1,454 acres of this is rye and peas, respectively, Manitoba.

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.

Years.	WHEAT—ACRES.						OATS—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	1,445,545		26,867			1,472,412	2,398,834		178,992			2,577,826
1901	1,269,635	133,764	26,010	16,327		1,445,736	2,408,464	1,349,384	184,114	90,924		4,032,856
1902	1,051,707		22,602			1,074,309	2,500,758		171,913			2,672,671
1903	913,546		21,544			935,090	2,638,665		176,909			2,815,574
1904	833,485		20,410			853,895	2,654,936		178,074			2,833,010
1905	986,329		20,684			1,007,013	2,668,416		187,146			2,855,562
1906	959,032		20,824			979,856	2,716,711		194,647			2,911,358
1907	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	135,000	184,000	4,786,500
1910	872,792	99,400	13,988	21,630		1,007,810	2,757,933	1,649,600	196,795	144,900		4,749,225
1911	971,203	71,086	13,226	9,917		1,065,432	2,699,230	1,430,677	198,120	84,499		4,412,526
1912	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000
1913	850,000	58,000	13,000	13,000	32,000	966,000	2,814,000	1,303,000	195,000	101,500	180,000	4,593,500
1914	834,000	55,000	12,600	12,000	32,000	945,600	2,840,000	1,327,000	200,000	101,800	183,000	4,651,800
1915	1,093,000	71,000	14,000	13,300	34,400	1,225,700	3,095,000	1,400,000	201,000	112,000	196,000	5,004,000

SESSIONAL PAPER No. 10d

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—Continued.

Years.	BARLEY—ACRES.						PEAS—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	557,810		5,053			562,863	661,592					661,592
1901	637,201	104,017	4,396	7,679		753,293	602,724	77,960		148		680,832
1902	661,622		4,235			665,857	532,639					532,639
1903	709,839		4,113			713,952	407,133					407,133
1904	772,434		3,906			776,340	339,260					339,260
1905	772,633		4,104			776,737	374,518					374,518
1906	756,163		4,277			760,440	410,356					410,356
1907	766,891	112,979	4,094	10,234	5,497	899,695	340,977	55,817		1,635	636	399,065
1908	734,029	109,600	3,416	9,700	5,900	862,615	396,642	51,900		1,500	600	450,642
1909	695,262	108,400	10,600		5,900	820,162	381,609	46,400		1,500		430,109
1910	626,144	104,000		10,900		741,044	403,414	44,000		11,500		458,914
1911	616,977	106,010		6,361		729,348	304,491	33,048		195		337,731
1912	500,000	91,300	2,500	5,600	4,400	603,800	220,000	29,000	560	190	70	249,820
1913	485,000	89,000	2,500	5,000	4,000	585,500	190,000	26,000	500	200	80	216,780
1914	461,000	85,000	2,400	4,800	3,800	557,000	179,000	24,000	460	190	90	203,730
1915	449,000	85,000	2,100	4,900	3,700	544,700	169,000	24,400	420	190	70	194,080

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—Continued.

Years.	Rye—Acres.					Corn—Acres.						
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	142,213					142,213	330,772					330,772
1901	158,236	19,530		1,015		178,781	323,923		55,815	1,757		381,495
1902	183,318					189,318	371,959					371,959
1903	179,277					179,277	378,924					378,924
1904	130,702					130,702	339,882					339,882
1905	101,292					101,292	295,005					295,005
1906	79,870					79,870	470,252					470,252
1907	69,745	22,005		845	49	92,644	544,288			2,055	1,016	547,359
1908	87,908	20,200				108,108	533,443	33,600				567,043
1909	94,661	19,000				113,661	322,789	32,200				354,989
1910	95,397	17,700				113,097	320,519	29,099				349,618
1911	98,652	20,440		963		120,055	308,350	25,273				333,623
1912	95,000	19,200		910		115,110	271,700	21,000		150		292,850
1913	85,000	10,000		300		95,300	260,000	18,000	40	100		278,140
1914	78,000	9,000		280		87,280	239,000	17,000				256,000
1915	78,000	8,700		300		87,000	237,000	16,300				253,300

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—*Concluded.*

SESSIONAL PAPER No. 10d

Years.	BUCKWHEAT—ACRES.						TOTAL—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	102,570		69,165			171,735	5,659,336		280,077			5,939,413
1901	88,266	102,602	70,114	9,345		270,327	5,488,449	1,843,072	284,634	127,195		7,743,350
1902	93,324		63,022			156,346	5,308,003		261,772			5,569,775
1903	95,487		61,495			156,982	5,322,871		264,061			5,586,932
1904	100,603		61,574			162,182	5,161,307		263,964			5,425,271
1905	101,591		60,565			162,156	5,198,193		272,499			5,470,692
1906	106,444		57,588			164,032	5,498,828		277,336			5,776,164
1907	113,039	1,248	58,262	18,657	4,294	195,500	5,588,127	1,782,910	277,168	182,624	222,269	8,053,048
1908	140,605	91,400	58,444	18,000	3,900	312,349	5,488,652	1,954,700	271,304	184,800	158,100	8,087,556
1909	176,630	70,600	56,735	18,000	3,840	325,805	5,165,072	1,951,200	265,997	188,700	220,500	7,791,369
1910	194,913	69,456	56,305	18,000		338,674	5,271,112	2,013,255	267,088	206,930		7,758,385
1911	189,039	110,609	55,979	7,904		363,531	5,187,942	1,797,143	267,325	109,839		7,362,249
1912	201,700	114,600	60,500	7,500	2,700	387,000	4,596,400	1,508,600	261,960	124,750	214,870	6,706,580
1913	193,000	110,000	64,000	11,000	2,700	380,700	4,877,000	1,614,000	275,040	131,100	218,780	7,115,920
1914	176,000	102,000	63,800	10,000	2,600	354,400	4,807,000	1,619,000	279,260	129,070	221,480	7,055,810
1915	169,000	104,000	58,000	10,200	2,600	343,800	5,290,000	1,709,400	275,520	140,890	236,770	7,652,580

No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1915.

Years.	WHEAT.					OATS.					
	Ontario.		Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
	Fall.	Spring.									
1898	24.00	17.70					36.60				
1899	13.30	17.70					38.00				
1900	21.90	18.40					37.40				
1901	17.50	15.40					32.50				
1902	27.00	20.00		20.00			42.60		30.80		
1903	25.90	18.80		21.10			41.60		23.70		
1904	15.10	15.40		17.60			38.50			25.90	
1905	22.50	18.80		19.60			39.60		29.30		
1906	23.90	19.00		19.50			39.90		29.20		
1907	23.00	17.10		19.90			28.50		29.50		
1908	24.20	15.50	13.50	16.60	20.00		34.80	23.00	28.10	30.00	
1909	24.10	16.50	16.71	18.50	20.00		33.50	27.00	29.10	30.00	
1910	26.70	19.30	18.38	19.00	25.00		37.00	29.66	29.70	38.00	
1911	21.40	17.20	17.73	19.20	21.60		31.40	26.22	30.10	29.24	
1912	20.63	18.77	16.17	18.11	20.19	18.39	34.85	25.86	28.81	32.53	40.77
1913	23.91	19.66	18.71	20.72	20.50	19.62	37.37	29.95	30.49	32.42	34.13
1914	21.51	18.80	18.00	18.57	21.87	25.28	35.00	31.74	32.44	34.00	41.51
1915	28.34	22.36	19.88	19.09	18.57	19.00	39.68	30.13	27.66	31.14	34.86

SESSIONAL PAPER No. 10d

No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1915—*Continued.*

Years.	BARLEY.					CORN.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.....	28.90					70.90				
1899.....	30.20					65.00				
1900.....	29.30					81.90				
1901.....	26.30					76.70				
1902.....	33.10		25.10			55.10				
1903.....	34.30		25.10			77.30				
1904.....	31.80		22.70			61.40				
1905.....	31.40		23.50			70.90				
1906.....	33.40		23.20			82.90				
1907.....	28.30		23.50			64.70				
1908.....	28.50	19.80	22.20	23.00		78.80	33.50			
1909.....	27.00	24.02		23.00		70.10	32.50			
1910.....	30.50	24.49		29.00		77.70		29.54		
1911.....	26.30	22.76		25.77		71.10	30.32		58.50	
1912.....	29.49	23.69	27.42	27.22	32.04	59.06	24.47	38.50	27.50	
1913.....	30.08	25.43	29.64	26.89	27.73	62.24	32.58			
1914.....	30.34	26.60	26.81	28.72	31.25	56.11	30.24			
1915.....	34.23	26.53	22.96	26.20	28.88	58.48	31.17			

No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1915—*Continued.*

Years.	Rye.					Peas.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	16.20					15.60				
1899.	16.60					20.40				
1900.	16.60					21.20				
1901.	16.10					16.70				
1902.	18.15					14.40				
1903.	16.60					21.90				
1904.	15.30					19.50				
1905.	16.90					19.00				
1906.	16.60					18.00				
1907.	15.50					21.60				
1908.	16.50	16.10				18.70	13.00		19.00	
1909.	16.60	17.60				20.00	16.20		24.00	
1910.	17.00	17.40				14.90	16.57		21.00	
1911.	15.80	15.72		16.00		14.70	15.91		22.40	
1912.	18.38	15.44		16.40		14.95	15.11	16.14	25.50	22.33
1913.	18.43	15.60		27.00		18.06	17.34	21.30	33.23	20.25
1914.	17.19	17.30		17.67		16.00	18.00	20.70	22.23	40.00
1915.	19.88	16.71		15.00		17.79	16.56	17.03	15.66	15.75

SESSIONAL PAPER No. 10d

No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1915—*Concluded.*

Years.	BUCKWHEAT.					FLAX.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898	15.80									
1899	16.70									
1900	18.30									
1901	19.90									
1902	20.50		23.80							
1903	21.50		23.10							
1904	20.50		20.40							
1905	21.70		19.10							
1906	16.80		20.40							
1907	22.50		24.90							
1908	23.60	23.10	23.40	31.00						
1909	24.20	28.08	24.70	26.00						
1910	24.10	26.65	24.60	27.00						
1911	20.40	22.57	20.90	21.81						
1912	26.74	26.44	24.36	26.27	36.83		9.66			
1913	19.11	23.27	27.85	25.21	24.00	23.38	10.45			
1914	23.40	24.28	26.43	25.94	32.91	15.76	11.70			
1915	21.81	24.69	22.68	21.72	29.00	12.38	11.89			

No. 26.—ESTIMATED Grain Production in Canada.

NOTE—F—Fall; S—Spring; W—Winter

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1900								
Ontario.....	Bush. {F. 23,369,737 S. 6,940,333}	Bush. 89,693,327	Bush. 16,909,751	Bush.	Bush. 2,357,635	Bush. 14,058,198	Bush. 1,574,261	Bush. 155,202,242
New Brunswick.....	504,301	5,281,690	120,222	.....	.....	.....	.....	7,433,823
Manitoba.....	13,025,252	8,814,312	2,939,477	164,313	25,792	9,048	1,527,619	24,978,194
N.W. Territories.....	4,028,294	4,226,152	353,216	.....	.....	.....	.....	8,607,662
Totals.....	47,867,917	108,015,481	20,322,666	164,313	2,383,427	14,067,246	3,401,871	196,222,921
1901.								
Ontario.....	Bush. {F. 16,017,029 S. 5,498,751}	Bush. 78,334,490	Bush. 16,761,076	.....	2,547,313	10,089,173	1,757,071	131,004,903
New Brunswick.....	478,886	4,944,992	99,540	.....	.....	.....	.....	5,523,418
Manitoba.....	50,011,835	27,796,588	6,536,155	266,420	62,261	16,349	.....	84,689,608
N.W. Territories.....	12,808,447	11,113,066	795,100	195,100	.....	.....	.....	24,911,713
Totals.....	84,814,948	122,189,136	24,191,871	461,520	2,609,574	10,105,522	1,757,071	246,129,642
1902.								
Ontario.....	Bush. {F. 20,233,669 S. 6,048,024}	Bush. 106,431,439	Bush. 21,890,602	.....	3,509,332	7,664,679	1,911,683	167,689,425
New Brunswick.....	453,640	5,313,349	106,701	.....	.....	.....	.....	7,375,421
Manitoba.....	53,077,267	34,478,160	11,848,422	564,440	49,900	34,154	1,501,731	100,052,343
N.W. Territories.....	13,956,850	10,661,295	870,417	170,670	.....	.....	.....	25,659,232
Totals.....	93,769,450	156,884,243	34,716,142	735,110	3,559,232	7,698,833	3,413,414	300,776,424
1903.								
Ontario.....	Bush. {F. 17,242,763 S. 4,650,707}	Bush. 110,228,103	Bush. 24,378,817	.....	2,970,768	8,924,650	2,049,169	170,444,977
New Brunswick.....	456,235	5,791,607	105,117	.....	.....	.....	.....	7,777,687
Manitoba.....	40,116,348	33,035,744	8,707,252	586,950	88,182	41,483	1,424,728	82,575,959
N.W. Territories.....	16,029,149	14,179,705	1,842,284	292,852	.....	.....	.....	32,343,990
Totals.....	78,495,202	163,235,159	35,033,470	879,802	3,058,950	8,966,133	3,473,897	293,142,613

Ontario.....	{F. S.	9,160,623 3,471,103 359,545 39,162,458 16,875,537	102,173,443 5,153,262 36,289,979 16,365,846	24,567,825 88,772 11,177,970 2,206,577	..... ..... 464,106 171,437	2,001,826 125,860	6,629,866	2,066,234 1,262,050	150,070,920 6,863,629 87,220,373 35,619,397
Totals.....		69,029,266	159,982,530	38,041,144	635,543	2,127,686	6,629,866	3,328,284	279,774,319
1905.									
Ontario.....	{F. S.	17,933,961 3,582,627 404,897 55,761,416 26,107,286 2,306,524	105,563,572 5,486,528 45,484,025 19,213,055 9,514,180	24,265,394 96,809 14,064,175 893,396 1,773,914	..... ..... 326,964 398,399 8,337	1,714,951 173,075	7,100,021 53,706	2,199,652 1,157,237	162,360,178 7,145,471 115,863,361 46,612,136 13,602,955
Totals.....		106,096,711	185,261,360	41,093,688	733,700	1,888,026	7,153,727	3,356,889	345,584,101
1906.									
Ontario.....	{F. S.	18,841,774 3,267,000 406,853 200,000 61,250,413 37,040,098 1,301,359 2,664,661 533,333	108,341,455 5,695,580 2,100,000 50,692,977 23,965,528 13,136,913 1,529,411	25,253,011 99,355 150,000 17,532,553 1,316,415 2,157,957 625,000	*23,988,682 274,330 710,689 38,491	1,327,582 14,000 100,680 22,462	7,388,987 67,301 *19,480 *11,423	1,792,905 1,179,998	190,201,394 7,381,786 2,464,000 129,918,254 63,052,210 19,333,266 2,687,744
Totals.....		125,505,491	205,461,864	47,134,291	*23,988,682 1,023,510	1,464,724	*30,903 7,456,288	2,972,901	415,038,654
1907.									
Ontario.....	{F. S.	15,545,491 2,473,651 410,714 336,318 47,563 1,692,164 582,450	83,524,301 5,748,134 4,105,580 41,327,762 6,313,872	21,718,332 96,558 283,646 2,885,347 172,371	*22,247,931	1,081,706 14,088 340,000 939	7,365,036 1,017,223 9,088	2,546,468 1,451,911 2,811,810 141,194	156,502,916 7,707,317 4,789,632 50,121,869 7,219,914
Totals, Eastern Provinces.....		21,088,351	141,019,649	25,156,254	*22,247,931	1,436,733	8,391,347	6,951,383	226,291,648

No. 26.—ESTIMATED Grain Production in Canada.—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1909—Concluded.								
Manitoba.....	Bush. 39,688,266	Bush. 42,140,745	Bush. 16,752,724	Bush. 317,347	Bush. 83,682	Bush. 27,512	Bush.	Bush. 99,010,255
Saskatchewan.....	27,691,601	23,324,903	1,350,265	1,364,716				53,731,453
Alberta.....	{ W. 1,932,925 S. 2,261,610 442,000 }	9,247,914	1,082,460	50,002	10,595	†3,346		14,588,552
British Columbia.....		1,730,000	88,560		21,600			2,252,160
Totals, Western Provinces.....	72,016,402	76,443,562	19,274,009	1,732,065	115,877	{ *3,346 27,521 }		169,612,752
Grand Totals.....	93,104,753	217,463,211	44,430,263	{ *22,247,931 1,732,065 }	1,552,610	{ †3,346 8,418,865 }	6,951,352	395,904,430
1908.								
Ontario.....	{ F. 16,430,476 S. 2,197,716 }	96,626,419	20,888,569	23,601,122	1,453,616	7,401,336	3,223,665	171,922,922
New Brunswick.....	292,491	5,396,273	75,915				1,372,072	7,136,751
Nova Scotia.....	412,000	4,050,000	223,100			28,500	558,000	5,271,600
Quebec.....	1,424,000	35,478,000	2,170,000	*1,126,000	325,000	675,000	2,111,000	43,309,500
Prince Edward Island.....	425,000	6,124,000	248,000			14,000	129,000	6,940,000
Totals, Eastern Provinces.....	21,181,683	147,674,692	23,605,584	*24,727,122	1,778,616	8,118,836	7,493,740	234,580,273
Manitoba.....	49,252,539	44,686,043	18,135,757	502,206	334,960	147,033		113,055,157
Saskatchewan.....	50,654,629	48,379,838	3,965,724	2,589,352	55,008		†90,713	105,735,264
Alberta.....	{ S. 4,001,503 W. 3,093,422 464,100 }	15,922,974	1,949,164	73,762	22,625		†9,697	25,073,147
British Columbia.....		1,816,500	93,000		22,700			2,396,300
Totals, Western Provinces.....	107,466,193	110,805,355	24,143,645	3,165,320	434,942	147,033	†100,410	246,262,895
Grand Totals.....	128,647,876	258,480,047	47,749,229	{ *24,727,122 3,165,320 }	2,213,558	8,265,869	7,493,740	450,843,171
1909.								
Ontario.....	{ F. 15,967,653 S. 2,223,567 }	90,235,579	18,776,777	*22,619,690	1,573,921	7,613,656	4,280,790	163,291,633
New Brunswick.....	268,079	5,682,338	70,000				1,405,775	7,426,192
Nova Scotia.....	412,000	4,140,000	243,800			36,000	468,000	5,299,800

SESSIONAL PAPER No. 10d

Quebec.....	1,679,000	42,501,000	2,604,000	*1,047,000	335,000	752,000	1,952,000	50,900 000
Prince Edward Island.....	537,000	7,246,000	275,000			19,000	130,000	8,207,000
Totals, Eastern Provinces.....	21,087,299	149,804,917	21,969,577	*23,666,690	1,908,921	8,420,656	8,266,565	235,124,625
Manitoba.....	45,774,707	50,983,056	16,416,634	253,636	50,891	25,527		113,504,451
Saskatchewan.....	90,215,000	105,465,000	7,833,000	4,448,700				207,961,700
Alberta.....	6,250,000	20,000,000	2,500,000	82,450	18,000	11,500		30,861,950
British Columbia.....	2,000,000							
W. 460,524	2,162,350	91,474						2,714,348
Totals, Western Provinces.....	144,700,231	178,610,406	26,841,108	4,784,786	68,891	37,027		355,042,449
Grand Totals.....	165,787,530	328,415,323	48,810,685	*23,666,690	1,977,812	8,457,683	8,266,565	590,167,074
1910.								
Ontario.....	19,837,172	102,084,924	19,103,107	*24,900,386	1,620,333	6,016,003	4,693,881	180,745,639
New Brunswick.....	2,489,833							
Nova Scotia.....	265,848	5,847,877					1,390,717	7,504,442
Quebec.....	534,255	5,550,200	316,000		308,000	31,500	486,000	6,917,955
Prince Edward Island.....	1,827,000	48,927,000	2,547,000	*860,000		729,000	1,851,000	57,049,000
	550,000	6,250,000	225,000			12,000	115,000	7,152,000
Totals, Eastern Provinces.....	25,504,108	168,660,001	22,191,107	*25,760,386	1,928,333	6,788,503	8,536,598	259,369,036
Manitoba.....	39,916,391	42,647,766	12,960,038	410,928	100,388	33,004		96,068,515
Saskatchewan.....	72,666,399	63,315,295	5,859,018	3,044,138				144,884,850
Alberta.....	5,697,956	12,158,530	1,889,509	46,155	28,306			22,027,020
W. 2,206,564								
Totals, Western Provinces.....	120,487,310	118,121,591	20,708,565	3,501,221	128,694	33,004		262,980,385
Grand Totals.....	145,991,418	286,781,592	42,899,672	29,261,607	2,057,027	6,821,507	8,536,598	522,349,421
1911.								
Ontario.....	17,926,586	84,829,232	16,248,129	21,913,290*	1,562,971	4,462,182	3,852,231	153,000,155
New Brunswick.....	2,295,534							
Nova Scotia.....	254,771	5,970,435			15,400	4,600	1,173,147	7,398,353
Quebec.....	208,800	2,471,000*	164,000		321,000	526,000	172,400	3,036,200
Prince Edward Island.....	1,260,000	37,512,000	2,413,000	*766,000		10,000	2,496,000	45,294,000
	500,000	4,650,000	175,000				110,000	5,445,000
Totals, Eastern Provinces.....	22,445,691	135,432,667	19,000,129	22,679,290	1,899,371	5,002,782	7,503,778	214,263,708

No. 26.—ESTIMATED Grain Production in Canada.—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas	Buckwheat	Totals.
1911—Concluded.								
Manitoba.....	Bush. 60,842,636 216,150	Bush. 73,786,683	Bush. 23,999,239	Bush. 1,205,727	Bush. 136,067	Bush. 45,985	Bush.	Bush. 160,232,457
Saskatchewan.....	{S. 96,796,588 F.	98,676,270	6,859,804	10,377,701				212,710,322
Alberta.....	{S. 28,132,000 F.	56,964,000	4,151,000	973,000	564,000			95,795,000
British Columbia.....	8,011,000 381,876	1,904,333	79,243	40	4,990			2,370,452
Totals, Western Provinces.....	194,380,250	231,331,286	35,089,286	12,556,468	705,057	45,985		474,105,352
Grand Totals.....	216,825,941	366,763,953	54,089,415	35,235,758	2,604,428	5,048,767	7,803,776	655,372,040
1912.								
Ontario.....	{F. 11,573,000 S.	91,899,000	14,745,000	135,000	1,746,000	3,289,000	5,393,000	130,845,000
New Brunswick.....	225,000	5,359,000	69,000			9,000	1,474,000	7,136,000
Nova Scotia.....	258,000	3,175,000	152,000		15,000	4,900	197,000	3,901,900
Quebec.....	1,020,000	30,267,000	2,163,000	12,500	296,000	438,000	3,020,000	37,226,500
Prince Edward Island.....	565,000	7,216,000	141,000			1,600	99,000	8,022,600
Totals, Eastern Provinces.....	15,706,000	137,916,000	17,270,000	147,500	2,057,000	3,742,500	10,193,000	187,032,000
Manitoba.....	{S. 58,899,000 W.	53,806,000	14,965,000	1,174,000				125,544,000
Saskatchewan.....	92,706,000	105,115,000	5,926,000	18,931,000				223,821,000
Alberta.....	27,059,000	62,936,000	5,780,000	1,429,000	537,000			101,256,000
British Columbia.....	{S. 3,515,000 F.	1,960,000	73,000			31,000		2,272,000
Totals, Western Provinces.....	183,530,000	223,817,000	26,744,000	21,534,000	537,000	31,000		456,193,000
Grand Totals.....	199,236,000	361,733,000	44,014,000	21,081,500	2,594,000	3,773,500	10,193,000	643,225,000
1913.								
Ontario.....	{S. 17,669,000 F.	105,159,000	14,589,000	Corn. 16,182,000 164,000	1,567,000	3,431,000	3,688,000	164,631,000

SESSIONAL PAPER No. 10d

New Brunswick.....	269,000	5,946,000	74,000	.....	.....	11,000	1,782,000	8,082,000
Nova Scotia.....	267,000	3,291,000	134,000	.....	.....	6,700	277,000	3,983,700
Quebec.....	1,054,000	39,025,000	2,263,000	.....	9,000	451,000	2,560,000	45,518,000
Prince Edward Island.....	628,000	6,143,000	111,000	.....	.....	1,600	65,000	6,948,600
Totals, Eastern Provinces.....	22,069,000	159,564,000	17,171,000	16,812,000	1,731,000	3,901,300	8,372,000	229,163,300
Manitoba.....	{ F. 388,000 S. 52,943,000 }	56,759,000	14,305,000	632,000	103,000	.....	.....	125,130,000
Saskatchewan.....	S&F 121,559,000	114,112,000	10,421,000	15,579,000	68,000	7,000	.....	261,746,000
Alberta.....	{ F. 4,242,000 S. 30,130,000 }	71,542,000	6,334,000	1,155,000	398,000	8,500	.....	113,809,500
British Columbia.....	386,000	2,692,000	88,000	.....	.....	35,000	.....	3,201,000
Totals, Western Provinces.....	203,648,000	245,105,000	31,148,000	17,366,000	569,000	50,500	.....	503,886,500
Grand Totals.....	231,717,000	404,669,000	48,319,000	16,182,000	2,300,000	3,951,800	8,372,000	733,049,800
1914.								
Ontario.....	17,658,000	99,400,000	13,937,000	Corn. 13,410,000	1,341,000	2,864,000	4,115,000	152,862,000
New Brunswick.....	234,000	6,488,000	64,000	84,000	.....	10,000	1,686,000	8,482,000
Nova Scotia.....	262,000	3,461,000	133,000	.....	5,000	4,200	250,000	4,129,200
Quebec.....	990,000	42,119,000	2,261,000	8,200	156,000	432,000	2,477,000	48,443,200
Prince Edward Island.....	803,000	7,596,000	119,000	.....	.....	3,200	86,000	8,613,200
Totals, Eastern Provinces.....	19,953,000	159,064,000	16,569,000	92,200	1,502,000	3,313,400	8,626,000	222,529,600
Manitoba.....	{ F. 240,000 S. 38,365,000 }	31,951,000	9,828,000	338,000	100,000	..	.....	80,822,000
Saskatchewan.....	{ F. 67,000 S. 73,427,000 }	61,816,000	4,901,000	6,131,000	54,000	.....	.....	146,396,000
Alberta.....	{ F. 4,703,000 S. 24,150,000 }	57,076,000	4,806,000	614,000	360,800	8,100	.....	91,723,900
British Columbia.....	{ F. 175,000 S. 194,000 }	3,171,000	97,000	.....	.....	41,000	.....	3,678,000
Totals, Western Provinces.....	141,327,000	154,014,000	19,632,000	7,083,000	514,800	49,100	.....	322,619,900
Grand Totals.....	161,280,000	313,078,000	36,201,000	*13,410,000 7,175,200	2,016,800	3,362,500	8,626,000	545,149,500

•Corn.

No. 26.—ESTIMATED Grain Production in Canada.—*Concluded.*

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1915.								
Ontario.....	Bush. { F. 27,546,000 S. 2,706,000	Bush. 122,810,000	Bush. 15,369,000	Bush. 62,000	Bush. 1,551,000	Bush. 3,007,000	Bush. 3,686,000	Bush. 176,737,000
New Brunswick.....	267,000	5,559,600	48,000			6,700	1,315,000	7,195,300
Nova Scotia.....	247,000	3,487,700	128,400		4,500	3,530	221,500	4,022,630
Quebec.....	1,411,000	42,182,000	2,255,000	7,000	145,000	404,000	2,568,000	48,972,000
Prince Edward Island.....	653,600	6,832,500	106,800			1,100	75,400	7,669,400
Totals, Eastern Provinces.....	32,830,600	180,871,800	17,907,200	69,000	1,700,500	3,422,350	7,865,900	244,667,350
Manitoba.....	{ F. 363,000 S. 96,062,000	69,471,000	17,763,000	374,000	155,000			184,188,000
Saskatchewan.....	{ F. 126,000 S. 195,042,000	157,628,600	10,570,200	9,061,000	75,600	9,200		372,512,600
Alberta.....	{ F. 7,316,000 S. 44,039,000	107,741,000	6,984,000	1,124,000	463,000	8,600		167,675,600
British Columbia.....	{ F. 200,600 S. 324,400	4,390,600	106,900			38,700		5,061,200
Totals, Western Provinces.....	313,473,000	339,231,200	35,424,100	10,559,000	693,600	56,500		729,437,400
Grand Totals.....	376,303,600	520,103,000	53,331,300	10,628,000 *14,368,000	2,394,100	3,478,850	7,865,900	974,104,750

*Corn in Canada.

SESSIONAL PAPER No. 10d

No. 27.—STATEMENT of Revenue and Expenditure on account of Inspection of Grain for Eastern and Western Grain Inspection Divisions, with totals for the under-mentioned years.

Fiscal Year.	REVENUE.			EXPENDITURE.		
	Western Division.	Eastern Division.	Total.	Western Division.	Eastern Division.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1900.	26,080 46		26,080 46	25,183 43		25,183 43
1901.	16,282 55		16,282 55	25,773 04		25,773 04
1902.	56,977 46	8,969 20	65,946 66	35,089 64	10,204 13	46,193 77
1903.	73,256 74	11,051 31	84,308 05	49,051 53	14,775 91	63,827 44
1904.	53,157 43	7,739 08	60,896 51	51,386 52	17,695 19	69,081 71
1905.	57,117 58	7,540 02	64,657 60	65,347 62	18,570 73	83,918 35
1906.	96,153 26	6,445 94	102,599 20	86,456 54	18,467 08	104,923 62
1907 (9 months).	67,859 74	5,055 01	72,914 75	70,531 08	13,941 79	84,472 87
1908.	119,934 60	4,970 54	124,905 14	108,046 25	18,085 04	126,131 29
1909.	129,679 05	6,318 51	135,997 56	135,960 21	18,808 25	154,768 46
1910.	158,638 31	3,194 94	161,833 29	161,008 05	18,947 93	179,955 98
1911.	166,256 52	4,613 12	170,869 64	183,350 86	15,351 26	198,732 12
1912.	223,950 74	6,192 91	230,143 65	206,111 20	15,734 87	221,846 07
1913.	318,880 82	3,660 37	322,541 19	321,156 35	16,124 93	337,281 28
1914.	401,700 51	2,512 36	404,212 87	393,284 60	14,393 43	407,678 03
1915.	268,669 73	5,398 22	274,067 95	392,598 78	14,943 19	407,541 97

STATEMENT showing Fees chargeable under The Canada Grain Act.

Inspection of Grain.—Per car, 50 cents; in cargoes, 50 cents per 1,000 bushels; in sacks, $\frac{1}{3}$ c. per central.

Weighing of Grain.—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.

No. 28.—SUMMARY of Revenue accrued under The Canada Grain Act for the Fiscal Years ended June 30, 1904, 1905, 1906, and March 31, 1907 (9 mos.), 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

SESSIONAL PAPER No. 10d

	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto, grain inspection and samples sold.	1,639 50	2,682 72	2,696 36	1,667 76	3,733 29	1,307 28	1,438 05	1,929 60	694 28	687 29	1,231 62
Montreal, grain inspection and samples sold	4,838 95	3,261 65	1,865 95	2,743 30	1,961 92	1,390 08	2,430 02	3,329 45	1,630 31	775 47	3,268 08
Manitoba Inspection Division, grain inspection and weighing, elevator, warehouse and other licenses, samples sold, vessel, overtime and Registration and Cancellation fees.	57,117 58	96,153 26	67,859 74	119,934 60	129,679 05	158,638 35	166,256 52	223,950 74	327,675 54	401,700 51	269,087 93
Toronto, inspection of hay	11 80	4 00	40 30	35 45	72 00	57 27	255 16	508 23	486 80	685 20	746 18
Montreal, weighing.								49 00	464 50	79 00	
Peterborough, grain inspection and samples sold.	680 70	240 75	275 60	384 40	482 00	287 20	255 70	290 66	275 60	151 20	121 14
Peterborough, inspection of hay.							2 10			5 80	
Peterborough, weighing							54 90	16 20	39 90	23 40	31 20
Kingston, grain inspection and samples sold.	369 07	256 82	176 80	139 63	69 30	95 84	177 19	69 77	68 98	102 00	
Casual revenue.		50 60	1 20	0 50							
Totals.	64,657 60	102,649 80	72,915 95	124,905 64	135,997 56	161,776 02	170,869 64	230,143 65	331,335 91	401,212 87	274,486 15

No. 29.—World's Wheat Production.

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(1) 634,692,000	737,181,000	695,413,000	621,338,000	739,267,000	763,380,000	591,017,000	1,011,505,000
Canada.....	128,647,876	(2) 166,744,000	149,910,000	215,851,000	224,150,000	231,717,000	161,280,000	376,303,000
Mexico.....	8,000,000	9,600,000	8,000,000	19,400,000	12,800,000	10,400,000	8,000,000	8,000,000
Total, North America	801,249,876	913,533,000	853,433,000	847,539,000	967,226,000	1,005,497,000	1,060,297,000	1,395,808,000
South America—								
Argentina.....	192,489,000	(8) 153,164,000	131,012,000	166,192,000	187,333,000	113,905,000	168,470,000	184,162,000
Chile.....	17,000,000	23,000,000	19,743,000	38,531,000	12,800,000			
Uruguay.....	7,430,000	8,000,000	8,000,000	5,934,000	5,461,000			
Total, South America.	216,919,000	184,164,000	153,755,000	210,757,000	205,654,000			
Europe—								
Austria-Hungary.....	230,624,000	(6) 187,431,000	253,272,000	249,657,000	251,283,000	229,532,000	167,556,000	153,007,000
Belgium.....	13,000,000	16,000,000	14,400,000	14,617,000	15,348,000	14,769,000	13,973,000	
Bulgaria.....	47,072,000	42,472,000	61,126,000	72,005,000	63,759,000	60,627,000	29,414,000	46,612,000
Denmark.....	4,400,000	3,771,000	4,226,000	4,463,000	3,615,000	6,695,000	5,788,000	4,917,000
Finland.....	135,000							
France.....	310,526,000	(3) 359,173,000	263,922,000	322,342,000	334,336,000	319,373,000	282,691,000	237,806,000
Germany.....	133,442,000	133,617,000	142,509,000	149,412,000	160,225,000	171,077,000	152,000,000	
Greece.....	7,000,000	6,490,000	6,490,000	5,699,000	7,390,000	4,000,000	5,600,000	8,000,000
Italy.....	159,792,000	(5) 189,961,000	153,333,000	192,397,000	165,721,000	214,407,000	169,444,000	172,695,000
Luxembourg.....						644,000	613,000	516,000
Montenegro.....	200,000							
Netherlands.....	5,075,000	4,113,000	4,324,000	5,566,000	5,515,000	5,081,000	5,380,000	6,216,000
Norway.....	330,000	312,000	314,000	270,000	331,000	324,000	269,000	269,000
Portugal.....	5,000,000	4,000,000	4,000,000	11,850,000	5,600,000	5,600,000	8,000,000	8,000,000
Roumania.....	54,813,000	53,873,000	110,828,000	95,657,000	89,413,000	84,192,000	46,296,000	108,761,000
Russia.....	(2) *569,484,000	(1) 730,245,000	776,619,000	509,503,000	623,761,000	813,784,000	573,300,000	764,975,000
Servia.....	14,000,000	15,200,000	11,600,000	15,311,000	16,353,000	11,024,000	8,000,000	
Spain.....	119,970,000	144,105,000	137,449,000	148,497,000	109,784,000	112,402,000	116,030,000	144,160,000
Sweden.....	6,753,000	6,910,000	7,522,000	8,234,000	7,797,000	9,330,000	7,619,000	6,400,000
Switzerland.....	3,527,000	3,568,000	3,417,000	3,524,000	3,178,000	3,509,000	3,278,000	3,880,000
Turkey.....	25,000,000	32,000,000	32,000,000	136,000,000				
United Kingdom.....	55,535,000	63,197,000	53,235,000	64,313,000	57,402,000	56,696,000	62,432,000	74,116,000
Europe.....	1,761,731,000	2,066,353,000	2,051,502,000	2,009,224,000	1,923,772,000	2,122,422,000	1,657,773,000	1,730,330,000

SESSIONAL PAPER No. 10d

No. 29.—WORLD'S Wheat Production.—*Continued.*

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Asia—								
British India (including such native states as report)	229,092,000 (4)	283,495,000 (3)	357,109,000 (3)	374,815,000 (3)	370,515,000	362,693,000	311,688,000	383,376,000
Cyprus and Malta	2,700,000	3,200,000	3,200,000	2,800,000	2,400,000	2,400,000	2,400,000	23,669,000
Japanese Empire	22,463,000	22,236,000	23,703,000	24,851,000	25,692,000	25,207,000	21,615,000	
Persia	16,000,000	14,000,000	13,600,000	13,600,000	16,000,000	14,400,000	13,600,000	143,819,000
Russia	35,000,000	32,000,000	32,000,000	32,000,000	103,270,000	121,143,000	179,348,000	
Turkey								
Total, Asia	305,258,000	354,991,000	429,612,000	448,096,000	517,877,000	525,843,000	528,681,000	550,894,000
Africa—								
Algeria	28,000,000	34,769,000	33,375,000	36,536,000	27,172,000	36,848,000	20,000,000	34,655,000
Cape of Good Hope	2,003,000	2,800,000	2,800,000	2,400,000	2,400,000	2,400,000	2,400,000	
Egypt	25,000,000	12,000,000	12,000,000	38,046,000	30,900,000	38,427,000	32,832,000	39,148,000
Natal	3,000							
Sudan	500,000							
Tunis	2,838,000	6,430,000	5,512,000	8,635,000	3,858,000	5,515,000	2,205,000	11,023,000
Total, Africa	58,341,000	55,999,000	59,687,000	85,677,000	64,330,000	83,190,000	57,437,000	84,826,000
Australia	45,987,000	62,591,000	90,642,000	71,868,000	97,150,000	103,824,000	24,922,000	143,000,000
New Zealand	5,743,000	8,773,000	8,235,000	7,908,000				
Total, Australia	51,730,000	71,364,000	98,877,000	79,776,000	97,150,000	103,824,000	24,922,000	143,000,000
Grand total	3,195,328,876	3,646,404,000	3,651,866,000	3,681,119,000	3,776,009,000	3,954,681,000	3,497,580,000	4,099,020,000

*Includes Asiatic Russia.

No. 30.—World's Oat Production.

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(2) 807,156,000	(2) 948,037,000	(1) 1,060,484,000	922,298,000	1,418,337,000	1,121,768,000	1,141,090,000	1,549,362,000
Canada.....	(5) 258,480,047	(5) 353,466,000	(5) 323,449,000	348,586,000	391,629,000	404,669,000	313,078,000	529,193,000
Mexico.....	17,000							
Total, North America...	1,065,653,047	1,301,563,000	1,383,933,000	1,270,884,000	1,809,966,000	1,526,437,000	1,454,138,000	2,069,465,000
Argentina.....		30,103,000	38,321,000	65,101,000	103,064,000	47,983,000	53,884,000	71,060,000
Europe—								
Austria-Hungary.....	(5) 222,374,000	(6) 251,657,000	(6) 211,697,000	237,641,000	233,154,000	267,543,000	236,243,000	475,404,000
Belgium.....	44,000,000			38,921,000	33,023,000	45,136,000	46,816,000	
Bulgaria.....	8,500,000	8,805,000	12,417,000	19,243,000	11,347,000	12,968,000	8,116,000	8,983,000
Denmark.....	41,000,000	47,315,000	43,330,000	47,354,000	48,765,000	53,755,000	44,440,000	48,953,000
Finland.....	19,000,000							
France.....	(4) 287,190,000	(4) 360,605,000	(4) 337,812,000	328,706,000	334,235,000	336,049,000	(a) 239,610,000	242,912,000
Germany.....	(3) 530,131,000	(3) 595,110,000	(3) 515,578,000	499,548,000	552,464,000	629,871,000	567,575,000	
Italy.....	18,000,000	40,849,000	26,894,000	33,563,000	26,642,000	40,912,000	25,249,000	29,594,000
Netherlands.....	21,000,000	19,938,000	19,160,000	19,440,000	17,151,000	19,875,000	18,784,000	18,488,000
Norway.....	11,315,000	9,656,000	11,267,000	9,592,000	12,731,000	12,870,000	8,777,000	8,777,000
Luxembourg.....						3,425,000	3,562,000	2,000,000
Roumania.....	17,212,000	26,233,000	28,723,000	26,043,000	20,101,000	35,756,000	23,823,000	28,172,000
*Russia—								
Russia Proper.....	743,506,000							
Poland.....	66,136,000	(1) 1,103,390,000	(2) 935,633,000	807,890,000	916,014,000	961,107,000	680,017,000	902,616,000
Northern Caucasias.....	24,860,000							
Total, Russia.....	(1) 834,502,000	(1) 1,103,390,000	(2) 985,633,000	807,890,000	916,014,000	961,107,000	680,017,000	902,616,000
Servia.....	3,000,000							
Spain.....	28,114,000							
Sweden.....	72,773,000	32,289,000	27,312,000	31,867,000	21,680,000	23,843,000	29,390,000	34,207,000
Switzerland.....		76,045,000	83,553,000	71,493,000	82,604,000			
Turkey.....				4,565,000	3,780,000	4,792,000	4,883,000	5,220,000
United Kingdom.....	191,362,000	205,022,000	203,992,000	186,894,000	189,036,000	189,588,000	189,618,000	205,311,000
Total, Europe.....	2,349,473,000	2,779,914,000	2,507,428,000	2,367,760,000	2,502,697,000	2,637,490,000	2,186,903,000	1,610,640,000

*Includes Asiatic Russia.
†Hungary.

SESSIONAL PAPER No. 10d

No. 20. — World's Oat Production — Continued.

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Asia—								
Cyprus.....	340,000							
Japan.....		4,769,000	2,247,000	4,155,000	4,552,000			
Russia—								
Central Asia..	18,540,000							
Siberia.....	89,500,000				89,888,000	113,966,000	153,033,000	130,643,000
Trans-Caucasia.....	27,000							
Total, Russia.....	108,067,000				89,888,000	113,966,000	153,033,000	130,643,000
Total, Asia.....	108,407,000	4,769,000	2,247,000	4,155,000	94,440,000	113,966,000	153,033,000	130,643,000
Africa—								
Algeria.....	8,500,000	10,045,000	12,478,000	11,382,000	11,624,000	16,916,000	12,877,000	14,135,000
Cape of Good Hope.	2,596,000							
Natal.....	5,000							
Soudan.....	1,135,000	5,123,000	5,057,000	4,377,000	1,945,000	3,891,000	648,000	3,242,000
Tunis.....								
Total, Africa.....	12,236,000	15,168,000	17,535,000	15,759,000	13,569,000	20,807,000	13,525,000	17,447,000
Australia..	9,472,000	18,631,000			10,729,000			
New Zealand ..	15,495,000	21,687,000		22,554,000	15,200,000			
Total, Australia.....	24,967,000	40,318,000		22,554,000	25,929,000			
Grand total	3,560,736,047	4,171,835,000	3,949,464,000	3,746,213,000	4,555,665,000	4,346,683,000	3,861,487,000	3,890,185,000

* Excluding Germany, Austria and Belgium.
(a) Not including the regions occupied by the enemy.

6 GEORGE V, A. 1916

No. 31.—World's Barley Production.

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(3) 166,756,000	(2) 170,284,000	(2) 162,227,000	160,240,000	223,824,000	178,189,000	194,953,000	237,979,000
Canada.....	(8) 47,749,229	(8) 55,398,000	(9) 45,148,000	40,631,000	49,398,000	48,319,000	36,201,000	53,331,000
Mexico.....	7,000,000							
Total, North America...	221,505,229	225,682,000	20,7375,000	200,871,000	273,222,000	226,508,000	231,254,000	290,340,000
Argentina.....		1,424,000			4,460,000	8,038,000		
Europe—								
Austria-Hungary.....	(4) 130,665,000	(4) 154,141,000	(4) 132,948,000	151,156,000	150,501,000	160,210,000	141,300,000	55,511,000
Belgium.....	4,500,000			4,595,000	4,253,000	4,217,000	4,232,000	
Bulgaria.....	8,500,000	9,323,000	15,754,000	20,326,000		16,075,000	10,361,000	17,670,000
Denmark.....	20,000,000	23,289,000	21,306,000	23,025,000	24,981,000	27,356,000	22,745,000	25,035,000
Finland.....	6,000,000							
France.....	40,535,000	47,913,000	45,820,000	49,864,000	50,588,000	47,939,000	(a) 46,135,000	(a) 35,113,000
Germany.....	(2) 140,539,000	(3) 160,617,000	(3) 133,339,000	145,134,000	159,926,000	168,711,000	145,206,000	11,051,000
Italy.....	8,000,000	10,952,000	9,483,000	10,883,000	8,403,000	10,803,000	6,917,000	
Luxembourg.....						116,000	103,000	67,000
Netherlands.....	4,500,000	3,321,000	3,333,000	3,584,000	3,346,000	3,131,000	3,210,000	3,234,000
Norway.....	3,028,000	2,731,000	2,973,000	2,682,000	3,247,000	3,369,000		
Roumania.....	12,873,000	20,643,000	29,604,000	26,117,000	20,934,000	27,632,000	24,647,000	29,031,000
Switzerland.....		473,000	459,000	454,000	427,000	450,000	528,000	602,000
*Russia—								
Russia Proper.....	297,454,000							
Poland.....	23,790,000	474,168,000	459,538,000	414,201,000	455,956,000	520,008,000	375,896,000	491,919,000
Northern Caucasias.....	46,220,000							
	(1) 367,464,000	(1) 474,168,000	(1) 459,538,000	144,201,000	455,957,000			
Servia.....	4,000,000							
Spain.....	69,596,000				5,250,000			
Sweden.....	15,520,000	(6) 81,579,000	(6) 76,303,000	86,793,000	59,995,000	68,773,000	72,272,000	84,471,000
United Kingdom.....	(6) 63,579,000	(7) 71,817,000	(7) 67,473,000	60,211,000	14,156,000	68,367,000	67,214,000	49,103,000
Totals, Europe.....	899,349,000	1,074,917,000	1,013,994,000	1,013,721,000	1,022,596,000	137,140,000	139,486,000	133,574,000

*Includes Asiatic Russia.

No. 31.—World's Barley Production—Continued.

Country.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Asia—								
British India, including such native states as report.....	3,100,000							
Cyprus.....	(5) 87,965,000	(5) 87,996,000	(5) 89,665,000	95,037,000		102,430,000	91,360,000	97,510,000
Japanese Empire.								
Russia—								
Central Asia.	4,345,000				12,325,000	14,783,000	19,796,000	18,056,000
Siberia.....	6,103,000							
Trans-Caucasia.....	13,000							
	10,461,000				12,325,000			
Total, Asia.....	101,526,000			95,037,000				
Africa—								
Algeria.....	35,000,000	50,008,000	48,708,000	47,766,000	38,887,000	50,031,000	45,401,000	39,866,000
Cape Good Hope.....	900,000			11,710,000	11,332,000	11,453,000	11,079,000	13,747,000
Egypt.....	5,000							
Natal.....	300,000							
Sudan.....	4,257,000	9,186,000	6,660,000	13,320,000	4,823,000	6,430,000	3,215,000	11,482,000
Tunis.....								
Total, Africa.....	40,462,000	59,194,000	55,368,000	72,796,000	55,012,000	67,914,000	59,695,000	65,065,000
Australia	2,055,000	3,143,000						
New Zealand.....	1,200,000	2,019,000		1,307,000	1,411,000			
Total, Australia.....	3,255,000	5,162,000		1,307,000	1,411,000			
Grand total.....	1,266,097,229	1,454,375,000	1,366,402,000	1,383,732,000	1,369,056,000	1,525,453,000	1,322,868,000	1,277,858,000

* Exclusive of Germany, Austria and Belgium.
(a) Not including the regions occupied by the enemy.

No. 32.—QUANTITY of Wheat exported from Canada by Coun

Fiscal Years	Great Britain.	Australasia.	British Africa.	British West Indies.	Newfoundland.	Other British Possessions.	Total British Empire.	Belgium.	Denmark.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	4,509,195						4,509,195	66,000	
1875	3,967,495						3,967,495		
1876	4,376,740						4,376,740		
1877	2,035,831				8,378		2,044,209		
1878	3,402,625				2,395		3,405,020		
1879	4,951,545				890		4,952,435		
1880	4,120,027						4,120,027	55,164	
1881	2,329,958				22,000		2,351,958		
1882	3,255,495						3,255,495	28,146	
1883	4,877,276				9		4,877,285	38,307	
1884	689,626			2			689,628		
1885	1,978,201				10		1,978,211		
1886	3,089,706				5		3,089,711		
1887	5,048,084			45,265	15		5,093,364	26,806	
1888	1,377,783				4		1,377,787		
1889	449,686				16		449,702	4,643	
1890	410,796				3		410,799		
1891	1,015,954			150	3		1,016,107		
1892	6,810,664				34		6,810,698	5,718	
1893	8,617,967				3		8,617,970	59,478	
1894	9,090,310				14		9,090,324		41,825
1895	8,786,798				19		8,786,817		
1896	9,729,368	62,965		40	35		9,792,408		
1897	7,717,292	100,805			15		7,818,112		
1898	18,091,962			600	599		18,093,161	455,688	
1899	9,917,572			3,150	50		9,920,772	176,518	
1900	15,975,858	7			6		15,975,871	438,046	
1901	8,630,066			1,000	14		8,631,080	652,530	
1902	25,244,489			6	4		25,244,499	586,861	
1903	30,726,947	103,785	115,615	23	6	2,226	30,948,602	706,733	
1904	16,346,793	8,001	110,306	10	20	13,104	16,478,234	267,646	
1905	11,280,407		8,112		15		11,288,534	393,540	
1906	36,027,692	200	69,780				36,097,672	352,407	
1907 (9 mos.)	24,432,786	1,833	49,712	15	40	9	24,484,395	105,784	
1908	43,002,541		99,688		11		43,102,240	389,819	
1909	45,891,249		5,766		10,035		45,907,050	1,651,574	
1910	46,589,228		105,471	25		10	46,694,734	547,346	
1911	43,637,625	239	53,246	36	205	15	43,691,366	823,874	
1912	60,343,037	18	45,444	13	276	144	60,388,932	1,696,953	
1913	77,722,465		106,963	4,838	38	90	77,834,394	3,072,736	200,137
1914	108,574,397	20	162,079	10,581	183	249	108,747,509	1,658,861	
1915	64,301,202	406,818	160,907	167,626	36	367	65,036,956	984,520	

*Russia, 214,960.

SESSIONAL PAPER No. 10d

tries. Years 1874 to 1915.

France.	Germany.	Holland.	Italy.	Japan.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
131,820						1,874,202		2,072,022	6,581,217
						415,527		415,527	4,881,022
						1,693,629	24	1,693,653	6,079,303
						348,946		348,946	2,393,155
						988,514		988,514	4,594,544
1						1,657,835		1,658,281	6,610,724
474	3,991					911,121		970,478	5,090,505
	37	51,000				120,668	12	171,715	2,523,673
						561,394		589,540	3,845,035
59,345						878,471	14,050	990,173	5,867,458
						55,898		55,898	745,526
	17,335					345,410		362,747	2,340,956
	19,685					309,772		329,457	3,419,168
	170,048					341,508		538,362	5,631,726
	8,269					777,698		785,967	2,163,754
						36,566		41,201	490,905
	4,752					6,723		11,475	422,274
						1,092,109		1,092,109	2,108,216
	275,961	131,896				1,489,881		1,903,456	8,714,154
	22,555	117,248				454,633	1	653,915	9,271,885
	7,774	7,648				124,619	18	181,884	9,272,208
	18,682					20,190		38,872	8,825,689
	11,650					115,484		127,134	9,919,542
	20,559					16,603		37,162	7,855,274
37,521	199,747	92,359				84,630		869,946	18,963,107
107,288	30,773	12,000	40,617		150	17,337	11	384,698	10,305,470
143,692	92,839	11,115	100,298			82,785	4	868,779	16,844,650
91,550	28,369	4,903	278,140			53,186		1,108,678	9,739,758
195,280	8,000	6,603	61,199			15,088		873,031	26,117,530
	237,063	101,433	99,010			892,904		2,037,143	32,985,745
		21,137		749		11,202		300,794	16,779,028
						3,018,232		3,411,781	14,700,315
68,836	17,182	1,050			30,261	3,831,988	6	4,301,730	40,994,402
55,928				1,800		804,937	27,283	995,732	25,480,127
47,679						114,926	4	552,428	43,654,068
103,113	6,015	237,455	267,443		99,234	650,601	*214,964	3,230,399	49,137,449
223,309	72,000	270,157			77,623	1,856,181		3,046,616	49,741,350
63,991	167,196	225,147			585,854	242,660	2,019	2,110,749	45,802,115
	890,003	429,485		12,364	49,220	997,662	1,667	4,007,354	64,466,286
45,469	777,614	1,162,636		238,493		9,834,530		15,331,615	93,166,009
435,773	297,565	51,202,118	39,470	516,404		7,522,027	6,852	11,679,070	120,426,579
					Spain. 176,000				
40,000	838,521	366,974	245,118	5,000		4,092,026	128,270	6,876,429	71,913,385

No. 33.—QUANTITY of Oats Exported from Canada, by Countries, Years 1874 to 1915.

Fiscal Years.	Great Britain.	British Africa.	British Guiana.	British West Indies.	Bermuda.	New-foundland.	Other British Possessions.	Total British Empire.	Belgium.	Philippines.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	788,654			19,999		48,933		857,556		
1875	1,524,648			32,515		78,814		1,635,977		
1876	1,984,574		680	41,457		78,038		2,104,749		
1877	2,696,703		60	43,337		98,430		2,838,530		
1878	2,181,815		2,323	42,072		87,582		2,313,792		
1879	1,909,983			42,402		85,433		2,037,815	244,852	
1880	3,032,940		7	77,393		100,655		3,210,995	67,626	
1881	2,504,331		14,890	94,561		88,118		2,701,900	38,599	
1882	1,839,710		24,317	116,489		93,106		2,073,622		
1883	129,117		55,133	109,230		109,855		403,335		
1884	901,069		87,309	161,700		133,306	9	1,283,393		
1885	1,866,221		24,037	122,547		135,771		2,148,626		
1886	3,280,787		48,901	141,511		113,666		3,584,865		
1887	1,627,629		41,902	150,517		127,211		1,947,259		
1888	177,194		70,772	117,864		125,344		491,174	20,927	
1889	2,568		22,002	165,480		126,288		316,338		
1890	454,090		23,759	148,975		100,729		727,553		
1891	16,528		11,719	100,070		127,342		255,659		
1892	5,743,720		44,989	290,421		125,841		6,204,971	294,936	
1893	6,261,258		23,113	365,022		192,765		6,842,157	76,888	
1894	1,738,666		58,501	331,067		186,292		2,314,526		
1895	257,252		41,956	254,264		169,954		723,427		
1896	487,252		34,048	180,887		179,433		881,620		
1897	5,409,803		86,340	224,275		162,913		5,883,336	269,511	
1898	8,143,107		45,901	160,846		144,050		8,493,904	430,501	
1899	8,977,646		36,399	460,597		153,945	71	9,628,657	125,416	
1900	6,028,704	33,934	48,733	336,238		194,053		6,641,662	113,996	
1901	6,611,396	25,258	25,277	410,881		182,999		7,255,811	658,370	
1902	3,544,674	642,810	53,233	371,254		103,370		4,715,341	113,746	
1903	5,623,116	372,326	62,473	441,198		238,094	124,320	6,861,527	228,594	
1904	3,607,938	38,654	40,079	390,137		302,583	5	4,379,396	42,030	
1905	1,617,310	3,150	41,011	207,760		242,883	145,524	2,257,638	2,655	
1906	1,885,166	512	38,327	189,037		227,242	63,609	2,403,893	124,292	
1907	3,853,295	3,313	41,050	205,551		223,450	50,788	4,377,447	2,352	
1908	5,617,102	8,262	50,483	191,348		261,572	163,258	6,292,025	28,200	176,794
1909	2,588,995	571	12,967	134,813		259,494	54,343	3,051,183	19,983	207,035
1910	1,024,491	1,690	11,383	165,423		256,477	98,371	1,557,835		279,461
1911	4,028,746	6,280	12,333	183,447	109,585	239,537		4,579,928	261,181	55,943
1912	7,014,645	2,693	18,358	245,774	137,294	404,431	*5,660	7,828,855	214,964	23,054
1913	7,293,004	5,172	22,887	438,759	113,676	488,558	18,558	8,380,614	85,845	122,580
1914	13,903,389	653	20,106	739,239	118,077	364,134		15,145,589	267,031	86,036
1915	8,537,236		38,113	369,905	93,783	416,168	29	9,455,234	110,261	35,634

6 GEORGE V, A. 1916

No. 34. QUANTITY of Barley Exported from Canada, by Countries,

Fiscal Years.	Great Britain.	British Africa.	British West Indies.	Newfoundland.	Other British Possessions.	Total British Empire.
	Bush	Bush	Bush	Bush	Bush	Bush
1874...	24		40	3,119		3,183
1875...			76	5,134		5,210
1876...	22		75	3,493		3,590
1877...	95,696		71	6,894		102,661
1878...	764,062		1,217	3,176		768,455
1879...	186,580		1,154	2,847		190,581
1880...	486,806		293	6,658		493,757
1881...	69,188		49	6,386		75,623
1882...	6,306		8	4,881		11,195
1883...	68,729		37	6,784		75,550
1884...	65,238		74	7,161		72,473
1885...	30,077			9,004		39,081
1886...	19,153		1	6,861		26,015
1887...	10,443			8,801		19,244
1888...	1,687		65	7,850		9,602
1889...	6,312			7,394		13,706
1890...	27,132		40	8,973		36,145
1891...	132,650			7,714		140,364
1892...	2,439,959			1,792		2,441,751
1893...	550,695		299	4,494		555,488
1894...	97,971		319	5,564		103,854
1895...	30,365		224	3,569		34,158
1896...	45,769		12	1,019		46,800
1897...	534,096		50	1,130	32	535,308
1898...	308,424		51	857		209,332
1899...	116,131			383		116,514
1900...	1,753,135			818	447	1,754,400
1901...	2,009,708	833	1,199	711	275	2,012,726
1902...	345,936	1,695	25	12		347,668
1903...	626,006	15,885	133	14	2,500	644,538
1904...	703,166	311	3,411	384	204	707,476
1905...	787,577		4	87	89	787,757
1906...	790,804		58	2	48	790,912
1907...	1,115,979		2		2	1,115,983
1908...	1,392,783	6	10	12	66	1,392,877
1909...	2,160,890		41	2	28	2,160,961
1910...	1,431,922		5	115	43	1,432,085
1911...	1,116,116		8	61	160	1,116,345
1912...	921,757			221	112	922,090
1913...	5,556,090		2	54	45	5,556,191
1914...	10,905,712		94,825		21	11,000,558
1915...	4,388,577		81	1	14	4,388,673

SESSIONAL PAPER No. 10d

Years 1874 to 1915.

Belgium	Germany.	Holland.	Italy.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush	Bush.	Bush.	Bush.	Bush	Bush.	Bush	Bush	Bush
					3,745,087		3,745,087	3,745,087
					5,413,844		5,413,844	5,413,844
					10,164,551	7	10,164,558	10,168,176
					6,243,033	3	6,243,036	6,243,033
	500				6,498,444		6,498,444	7,267,399
					5,193,324	17	5,193,341	5,383,922
13,400					6,732,403	2	6,732,405	7,239,562
					8,724,931	25	8,724,956	8,800,579
					11,577,251		11,577,251	11,577,251
					8,741,626	40	8,741,666	8,817,216
7,160					7,700,581	48	7,700,629	7,780,262
					9,028,314		9,028,314	9,067,395
					8,528,287		8,528,287	8,528,287
					9,437,717	3	9,437,720	9,437,717
					9,360,521	35	9,360,556	9,370,158
					9,934,501		9,934,501	9,948,207
					9,939,745	18	9,939,763	9,975,908
					4,751,953	10	4,751,963	4,892,327
		39,849			2,721,168		2,721,168	5,202,768
					1,341,398	53,762	1,485,160	2,040,648
					492,551		492,551	597,405
					1,674,193	19	1,674,212	1,708,370
					787,787	10	793,925	840,725
18,954	6,128				1,246,343		1,246,343	1,831,094
	30,489				84,083	25	134,324	443,656
	50,216				122,374	60	122,434	238,948
202,078	27,039		8,297		164,468		401,882	2,156,282
176,515			5,083		190,547	1,500	373,647	2,386,371
78,961			13,027		17,461		109,449	457,117
257,926			7,436		37,112		302,474	947,012
181,172	1,250	72,513			86,175	9,084	350,194	1,057,670
120,990	23,975	7,375			101,111		253,451	1,041,208
23,890	5,581	2,400			47,245		89,116	880,028
16,699				46,354	19,094		82,147	1,198,130
276,031	1,256			95,912	210,788	13,580	597,567	1,996,444
250,798		93,420		188,060	266,096		798,374	2,959,335
183,752	54,380	129,858		97,230	147,596		612,816	2,044,901
111,288		14,000		217,325	86,295		428,908	1,545,253
	17,000			202,609	919,967	1	1,139,577	2,061,667
29,647		31,929		64,923	773,281	4	899,784	6,455,975
35,025	134,222	245,343		32,370	1,584,851		2,031,811	13,032,369
126,815	180,387	514,670			366,101		1,187,973	5,576,646

6 GEORGE V, A. 1916

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874
to 1915—*Continued.*

Fiscal Years.	Great Britain.	Australasia.	Bermuda	British Africa.	British Guiana.	British West Indies.	Hong Kong.	Malta.
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874	307,391					127		
1875	158,821					41		
1876	204,445					14		
1877	128,875					175		
1878	339,869				1	358		
1879	445,074					1,609		
1880	449,368					759		
1881	76,008					79		
1882	370,775					325		
1883	359,724					306		
1884	158,926					117		
1885	86,168					64		
1886	235,027					433		
1887	345,769					229		
1888	229,420					219		
1889	79,437					26		
1890	87,071					200		
1891	181,543					399		
1892	240,329	1			3,270	8,219		
1893	204,687	1			2,798	11,460		
1894	203,467				3,940	7,831		
1895	104,501				300	3,561	4,500	
1896	89,428	1,193			300	335	1,275	
1897 (9 mos)	246,754	91,641				199	3,000	
1898	908,399	25,351			2,189	15,288	1,000	
1899	540,971	17,107			2,178	21,890	1	
1900	455,075	39,560		31,457	1,110	12,635	2	
1901	770,714	47,484		500	2,030	33,722		
1902	648,199	69,118		85,913	7,918	36,775		
1903	633,250	171,763		143,949	23,999	43,624	363	
1904	940,040	13,148		155,261	26,058	49,007	570	
1905	592,598	6,616	24,329	181,899	20,288	107,483		566
1906	943,777	6,281	6,241	119,766	14,083	76,112	725	5,146
1907	633,493	4,871	2,674	81,572	13,481	49,732	2,308	7,715
1908	1,130,617	255	7,171	207,157	29,052	78,845	8,892	5,489
1909	1,029,086	476	6,541	187,738	28,133	69,172	19,135	1,618
1910	1,877,436	991	16,502	234,259	35,569	189,685	20,768	1,782
1911	1,884,655	2,225	19,228	189,098	50,724	365,474	14,951	2,621
1912	2,338,851	3,108	17,447	*199,227	51,161	369,859	24,770	3,735
1913	2,880,157	20	17,367	317,376	67,205	363,673	40,103	5,662
1914	2,794,657	61	18,806	256,421	80,992	492,687	154,064	21,878
1915	3,137,146	4,019	8,351	321,664	85,723	499,932	59,627	3,690

*Includes British East Africa, 2,974, British West Africa 8,866.

SESSIONAL PAPER No. 10d

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1915.—*Continued.*

Fiscal Years.	New-found-land.	Other British.	Total British Empire.	China.	Den-mark.	Hol-land.	Nor-way.	Japan.	Sweden.
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874.....	82,682		390,200						
1875.....	99,735		258,597						
1876.....	103,352		307,811						
1877.....	101,782		230,832						
1878.....	107,392		447,620						
1879.....	103,021		549,704						
1880.....	85,032		535,159						
1881.....	57,806		433,893						
1882.....	90,684		461,784						
1883.....	18,420		478,450						
1884.....	36,590		195,633						
1885.....	34,023		120,255						
1886.....	129,899		365,359						
1887.....	165,678		511,676						
1888.....	111,493		341,132				100		
1889.....	48,687		128,150						
1890.....	19,335		106,606				3		
1891.....	99,438		281,380				1		
1892.....	109,239		361,158	1,760		2,818	690		
1893.....	176,971		395,917	4,944			1		
1894.....	201,583	30	416,841				128		
1895.....	96,895		209,757				1,000		
1896.....	88,430	52	181,013						
1897 (9 mos.)....	67,938	1,300	410,832	2,420		160			
1898.....	283,811	250	1,236,288	5		150	5	57	
1899.....	179,103	536	761,786			250			
1900.....	218,332		758,171				2,379		
1901.....	234,259		1,088,709	1,530	168	1,728	3,035		
1902.....	218,458	39	1,066,420		1,015	182			
1903.....	223,210	8,651	1,248,809	708	5,142	277	611	3,203	
1904.....	228,984	13,042	1,426,110	2,508	9,445	3,221	34,296	18,092	
1905.....	282,860	2,132	1,218,771		12,675	3,365	17,113	15,041	
1906.....	240,040	3,361	1,415,532	1,768	8,659	22,958	20,232	16,495	888
1907.....	169,047	1,305	966,198	24,419	8,536	27,813	27,668	23,124	448
1908.....	259,491	3,379	1,731,348	112,104	9,452	9,387	31,956	18,065	1,795
1909.....	231,591	7,378	1,580,868	5,049	17,298	4,362	12,584	39,226	448
1910.....	313,590	4,905	2,695,487	4,451	71,703	26,593	13,985	87,917	876
1911.....	248,054	713	2,777,743	1,697	67,559	24,223	3,595	75,529	530
1912.....	305,570	5,002	3,318,730	37,306	102,952	27,777	6,275	110,557	2,564
1913.....	276,779	9,132	3,997,474	25,246	89,739	68,247	14,482	137,736	1,581
1914.....	286,813	8,793	4,115,172	26,632	104,456	90,043	27,032	169,233	1,836
1915.....	245,340	10,487	4,375,979	2,351	61,400	86,351	7,495	188,066	4,849

*Includes British East Africa, 2,974, British West Africa 8,866.

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1915.—*Concluded.*

Fiscal Years.	Russia.	Egypt.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Brls	Brls	Brls.	Brls	Brls	Brls	Brls
1874.			9,951	138,845	1,321	150,117	540,317
1875.			8,651	35,160	375	44,186	302,783
1876.			8,479	98,057	1,157	107,693	415,504
1877.....			5,548	30,405	1,820	37,773	268,605
1878.....			5,715	21,631	1,465	28,811	476,431
1879.....			4,946	20,247	50	25,243	574,947
1880.....			1,183	8,249		9,432	544,591
1881.....			905	4,758	172	5,835	439,728
1882.....			1,151	4,016	2,788	7,955	459,739
1883.....			4,342	2,820	3,434	10,596	489,046
1884.....			275	1,236	247	1,758	197,389
1885.....			744	2,736	42	3,522	123,777
1886.....			3,480	17,070	190	20,740	386,099
1887.....			2,425	4,695	1,417	8,537	520,213
1888.....			2,956	5,076	851	8,983	350,115
1889.....			1,259	1,527	245	3,031	131,181
1890.....			949	7,472	69	8,493	115,099
1891.....			1,393	12,439	1,571	15,404	296,784
1892.....			2,597	3,998	7,975	19,838	380,996
1893.....			5,086	2,412	1,825	14,268	410,185
1894.....			1,782	3,862	5,997	11,769	428,610
1895.....			1,996	2,818	7,404	13,218	222,975
1896.....			2,143	2,430	1,130	5,703	186,716
1897 (9 mos.).....			3,333	4,270	743	10,926	421,758
1898.....			3,287	5,392	4,254	13,150	1,249,438
1899.....			708	5,052	24,740	30,750	792,536
1900.....			1,757	3,834	2,021	9,991	768,162
1901.....			1,065	14,682	7,783	29,991	1,118,700
1902.....		204	2,459	10,485	5,883	20,228	1,086,648
1903.....	5,488		1,562	18,940	3,028	38,957	1,287,766
1904.....	24,489		1,783	40,958	17,598	161,490	1,587,600
1905.....	7,869		4,606	31,072	10,957	102,698	1,321,469
1906.....	4,462		4,656	25,772	10,592	116,482	1,532,014
1907.....	7,948			3,734	2,683	125,925	1,092,123
1908.....	12,494	3,883		29,309	4,742	231,392	1,962,740
1909.....	5,382	2,342	688	58,253	11,588	157,170	1,738,038
1910.....	6,439	4,001	4,217	126,155	22,224	368,541	3,064,028
1911.....	10,334	275		25,967	64,694	271,303	3,049,046
1912.....	13,223	225	7,193	58,403	53,631	420,106	3,738,836
1913.....	24,927	7,232		29,983	102,977	500,569	4,478,043
1914.....	28,564	12,809	3,393	19,436	*233,577	717,011	4,832,183
1915.....	5,689	3,668	1,027	52,429	163,033	576,358	4,952,337

	1914.	1915.
*Includes Exports to Austria-Hungary.....	18,193.	
Germany.....	28,878.	
Portuguese Africa.....	11,510	13,718
Turkey in Europe.....	114,706.	
Venezuela.....	20,745.	
Belgium.....		26,257
France.....		77,331
Greece.....		16,107

No. 36.—Exports of Grain (Domestic Produce) from the following Countries for the latest 12-month period for which returns are available.
SESSIONAL PAPER No. 10d

Countries.	Twelve Months ended.	QUANTITIES.							
		Barley.	Buckwheat	Corn.	Flaxseed.	Oats.	Peas.	Rye.	Wheat.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canada...	Mar. 31, 1915	5,576,646	343,349	376,663	7,689,525	17,768,166	302,978	263,422	71,913,385
Argentine Republic...	Dec. 31, 1914	1,152,095		139,414,020	33,122,577	22,928,082		450,836	36,017,951
Australia.	Dec. 31, 1913	7,723	†	6,868	118	125,473	†	†	42,922,887
Austria-Hungary...	Dec. 31, 1913	8,188,055	183	28,406	36,201	31,102	57,436	4,502	70,651
British India.	Mar. 31, 1913	28,708,341	†	1,061,236	14,179,576	63,395	†	†	61,980,318
Bulgaria...	Dec. 31, 1911	3,460,525	†	13,044,590		459,575	5,569	3,145,557	11,118,968
France	Dec. 31, 1913	444,505	107,950	93,012	43,064	174,874	243,835	6,211	58,979
Germany...	Dec. 31, 1913	280,276	17,218	1,285	166,555	42,890,682	280,659	36,777,794	19,775,353
Italy.	Dec. 31, 1914	3,674	130,621	283,284	204	105,426		1,574	4,703
Roumania.	Dec. 31, 1913	17,318,317	259	38,361,108	119,014	11,259,090	1,057,114	2,004,251	42,348,576
Russia...	Dec. 31, 1912	126,530,928	3,322,805	30,194,006	6,567,804	54,846,051	8,674,264	19,609,170	96,612,205
United States	June 30, 1915	26,754,522	389,643	48,786,291	4,145	97,169,551	†1,214,281	12,544,888	259,642,575

VALUES.									
		\$	\$	\$	\$	\$	\$	\$	\$
Canada...	Mar. 31, 1915	3,262,025	272,516	256,090	10,359,703	8,961,126	639,848	259,622	74,295,548
Argentine Republic	Dec. 31, 1914	588,996		74,984,377	41,445,181	8,551,850	959	300,454	35,865,046
Australia.	Dec. 31, 1913	5,203	†	8,322	219	65,335	†	†	48,572,388
Austria-Hungary...	Dec. 31, 1913	6,913,781	113	29,041	65,351	23,078	19,176	4,180	89,780
British India	Mar. 31, 1913	18,033,195	†	660,056	25,882,797	30,524	†	†	37,406,304
Bulgaria...	Dec. 31, 1911	1,719,820	†	7,630,100		147,763	6,174	1,766,684	9,194,392
France	Dec. 31, 1913	375,578	99,781	83,762	88,780	107,508	445,501	6,176	86,271
Germany...	Dec. 31, 1913	241,091	14,994	2,142	277,746	22,160,418	10,634,008	10,634,008	20,850,228
Italy.	Dec. 31, 1914	3,242	192,112	263,881	991	73,747		1,544	7,297
Roumania.	Dec. 31, 1913	9,387,217	76	22,342,553	144,812	4,273,066	744,061	1,741,496	40,473,379
Russia...	Dec. 31, 1912	78,866,147	2,164,328	19,486,929	10,501,885	26,692,782	9,136,197	14,926,888	98,909,928
United States	June 30, 1915	18,181,079	396,987	39,339,064	9,748	57,479,961	3,618,529	14,733,400	135,452,226

*Included with wheat. †Not separately stated. ‡Includes beans.

6 GEORGE V, A. 1916

No. 37.—RATES, by rail, on grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Pacific Railway to Fort William and Port Arthur.

From points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Binscarth.....	Fort William and Port Arthur	15	15	15	15	16
Boissevain.....	"	13	13	13	13	14
Brandon.....	"	13	13	13	13	14
Carberry.....	"	13	13	13	13	14
Carman.....	"	12	12	12	12	13
Crystal City.....	"	13	13	13	13	14
Dalry.....	"	15	15	15	15	16
Deloraine.....	"	15	15	15	15	16
Dominion City.....	"	12	12	12	12	13
Emerson.....	"	12	12	12	12	13
Gladstone.....	"	13	13	13	13	14
Hamiota.....	"	15	15	15	15	16
Killarney.....	"	13	13	13	13	14
MacDonald.....	"	12	12	12	12	13
Minnedosa.....	"	13	13	13	13	14
Neepawa.....	"	13	13	13	13	14
Portage la Prairie.....	"	12	12	12	12	13
Souris.....	"	14	14	14	14	15
Shoal Lake.....	"	15	15	15	15	16
Westbourne.....	"	13	13	13	13	14
Winnipeg.....	"	10	10	10	10	12
<i>Saskatchewan.</i>						
Assiniboia.....	"	20	20	20	20	21
Abernethy.....	"	17	17	17	17	18
Burrows.....	"	16	16	16	16	17
Esterhazy.....	"	16	16	16	16	17
Indian Head.....	"	17	17	17	17	18
Moosomin.....	"	16	16	16	16	17
Moosejaw.....	"	18	18	18	18	19
Qu'Appelle.....	"	17	17	17	17	18
Regina.....	"	18	18	18	18	19
Yorkton.....	"	17	17	17	17	18
Expanse.....	"	19	19	19	19	20
Westerham.....	"	23	23	23	23	24
Vanguard.....	"	21	21	21	21	22
<i>Alberta.</i>						
Calgary.....	"	24	24	24	24	25
Carstairs.....	"	25	25	25	25	26
Edmonton.....	"	25	25	25	25	26
Medicine Hat.....	"	22	22	22	22	23
Macleod.....	"	24	24	24	24	25
Lacombe.....	"	25	25	25	25	26
Lethbridge.....	"	23	23	23	23	24
Red Deer.....	"	25	25	25	25	26
Strathcona.....	"	25	25	25	25	26
Wetaskiwin.....	"	25	25	25	25	26
Consort.....	"	24	24	24	24	25

SESSIONAL PAPER No. 10d

WESTERN RATES.

No. 37.—RATES, by rail, on Grain from Points in Alberta and Saskatchewan to Points in British Columbia for local delivery by Canadian Pacific Railway.

From points in	To points in									
	Rate per 100 Lbs.									
	Westminster, B. C.	Fernie, B. C.	Cranbrook, B. C.	Nelson, B. C.	Grand Forks, B. C.	Golden, B. C.	Revelstoke, B. C.	Kamloops, B. C.	Vancouver, B. C.	Victoria, B. C.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Edmonton, Alberta.....	32½	27	29½	33½	35	25½	29½	32	32½	35
Camrose, Alberta.....	32½	26½	28½	32	35	25	27½	32	32½	35
Hardisty, Alberta.....	36½	28½	31	35	36	27	31	33½	36½	39
Swift Current, Sask.....	39½	26½	27½	32	35	30	32	35½	39½	42
Moose-Jaw, Sask.....	42	30	32	35	37	32	35	37½	42	44½
Calgary, Alberta.....	32½	19	22	27	31	16½	21½	27	32½	35
Medicine Hat, Alberta.....	32½	20½	22½	27½	31½	24	27½	32	32½	35
Regina, Sask.....	42	31½	33½	36	38½	33½	36	39	42	44½

Rates by rail on grain for export from Moosejaw, to Vancouver, B.C., is 28½c. per 100 lbs.; from Calgary to Vancouver, B.C., is 19½c. per 100 lbs.

6 GEORGE V, A. 1916

No. 37.—RAILS, by rail, on grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points.

From Fort William and Port Arthur to Points in		Rate per 100 lb.
<i>Ontario.</i>		Cts.
Ammanet.....		20
Bullockville.....		20
Brantford.....		20
Brockville.....		20
Carleton Place.....		20
Chalk River....		20
Cornwall.....		20
Depot Harbour.....		20
Essex.....		22
Galt.....		20
Gananoque.....		21
Guelph.....		20
Goderich.....		20
Hamilton.....		20
Ingersoll.....		20
Kempton.....		20
Kingston.....		20
London.....		20
Niagara Falls....		20
Orillia.....		20
Owen Sound.....		20
Ottawa.....		20
Palmerston.....		20
Pembroke.....		20
Perth.....		20
Prescott.....		20
Peterborough....		20
Toronto.....		20
Windsor.....		20
<i>Quebec.</i>		
Athelstan.....		25
Aylmer.....		22½
Beauharnois.....		23
Beauport.....		27½
Chicoutimi.....		29
Cookshire.....		27
Coteau Junction.....		20
Dorval.....		20
Gracefield.....		25
Howick.....		23
Huntingdon.....		24
Iberville Junction.....		23
Joliette.....		24
Knowlton.....		25
Levis.....		25
Montreal.....		20
Ormstown.....		24
Quebec.....		25
Rimouski.....		32½
St. Hyacinthe.....		23
St. Polycarpe Junction.....		20
Shawinigan Falls.....		25
Shawville.....		24
Sherbrooke.....		25
Sorel.....		26
Stanstead.....		27
Three Rivers.....		25
Valleyfield.....		20
Waterloo.....		25

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain by Canadian Pacific Railway from Fort William and Port Arthur to the undermentioned points.

From Fort William and Port Arthur to Points in—		Rate per 100 lbs.
<i>New Brunswick.</i>		
Bathurst.....		20
Campbellton.....		20
Dalhousie Junction.....		20
Edmundston.....		20
Fredericton.....		20
Grand Falls.....		20
Moncton.....		20
St. John.....		20
West St. John.....		20
Woodstock.....		20
<i>Nova Scotia.</i>		
Antigonish.....		20
Dartmouth.....		20
Glace Bay.....		20
Haliburton.....		20
Halifax.....		20
Mulgrave.....		20
Stillwater.....		20
Pictou.....		20
Sydney.....		20
Truro.....		20
Yarmouth.....		20
<i>Export Rates.</i>		
†Montreal.....		20
*West St. John, N.B., and Halifax, N.S.—		
Wheat.....		20
Oats and Barley.....		20
Flaxseed.....		20
Rye.....		20
Flour.....		20

†Rate includes switching to steamship wharves, also wharfage.

*Applicable only on shipments consigned through to British and foreign countries, except Canada, the United States, Mexico, Newfoundland and Islands of St. Pierre and Miquelon.

6 GEORGE V, A. 1916

No. 37. — RATES, by rail, on Grain from Georgian Bay and Lake Huron Ports by Canadian Pacific Railway to the undermentioned points.

From	To	Rate.
Goderich.	Ottawa.	10c per 100 lb.
"	Smith's Falls.	10c. "
"	Prescott.	10c. "
"	Sharbot Lake..	10c. "
"	Arnprior.	10c. "
"	Tweed..	10c. "
"	Agincourt...	8c. "
"	Peterboro...	10c. "
Port McNicoll.	Sharbot Lake.....	9c. "
"	Tweed.....	9c. "
"	Agincourt.....	7c. "
"	Peterboro.....	5c. "
Port McNicoll and Goderich..	Montreal...	10c. "
"	Riviere du Loup.....	10c. "
"	Matapedia.....	22½c. "
"	Montmagny.....	19c. "
"	Fredericton, N.B....	20c. "
"	West St. John, N.B....	20c. "
"	Moncton, N.B....	22½c. "
"	Woodstock, N.B....	25c. "
"	Halifax, N.S.....	22½c. "
"	Truro, N.S.....	22½c. "
"	Sydney, N.S.....	27½c. "
*Port McNicoll (for export to British and foreign countries, except Newfoundland	Montreal.....	{ 5c. per bush., wheat. 3¼c. " oats. 4¼c. " barley. 5c. " flax.
St. Pierre, Miquelon and United States.....	West St. John.....	{ 5½c. " wheat. 4¾c. " barley.
	St. John.....	{ 3½c. " oats. 5½c. " flax.

*The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days' storage at that port.
At West St. John there is an extra charge of $\frac{9}{16}$ of a cent per bushel, which includes 30 days' free storage at that port.
The above rates do not include fire insurance in the elevator.

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Port Arthur.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.....	Port Arthur. . .	13	13	13		14
Carman.....	"	12	12	12		13
Emerson.....	"	12	12	12		13
Enterprise.....	"	13	13	13		14
Dauphin.....	"	15	15	15		16
Deloraine.....	"	15	15	15		16
Gladstone.....	"	13	13	13		14
Hartney.....	"	15	15	15		16
Minto.....	"	13	13	13		14
Neepawa.....	"	13	13	13		14
Portage la Prairie.....	"	12	12	12		13
Russell.....	"	15	15	15		16
Swan River.....	"	16	16	16		17
Swan Lake.....	"	13	13	13		14
Winnipeg.....	"	10	10	10		12
White Plains.....	"	12	12	12		13
Virden.....	"	15	15	15		16
<i>Saskatchewan.</i>						
Alsask.....	"	25	25	25		26
Aberdeen.....	"	22	22	22		23
Battleford.....	"	23	23	23		24
Bengough.....	"	19	19	19		20
Blaine Lake.....	"	24	24	24		25
Carlyle.....	"	16	16	16		17
Conquest.....	"	23	23	23		24
Condie.....	"	18	18	18		19
Dalmeny.....	"	23	23	23		24
Dinsmore.....	"	23	23	23		24
Elrose.....	"	23	23	23		24
Eston.....	"	24	24	24		25
Girvin.....	"	21	21	21		22
Gravelbourg.....	"	20	20	20		21
Hanna.....	"	25	25	25		26
Humboldt.....	"	21	21	21		22
Laird.....	"	23	23	23		24
Maryfield.....	"	16	16	16		17
Melfort.....	"	22	22	22		23
Moosejaw.....	"	18	18	18		19
Munster.....	"	21	21	21		22
Kindersley.....	"	24	24	24		25
Kipling.....	"	17	17	17		18
Prince Albert.....	"	23	23	23		24
Radville.....	"	18	18	18		19
Regina.....	"	18	18	18		19
Rosthern.....	"	23	23	23		24
Rosetown.....	"	24	24	24		25
Saskatoon.....	"	22	22	22		23
Vonda.....	"	22	22	22		23
Warman.....	"	22	22	22		23
Zealandia.....	"	23	23	23		24
Yorkton.....	"	17	17	17		18
<i>Alberta.</i>						
Calgary.....	"	24	24	24		25
Camrose.....	"	25	25	25		26
Edmonton.....	"	25	25	25		26
Fort Saskatchewan.....	"	25	25	25		26
Lamont.....	"	25	25	25		26
Lloydminster.....	"	24	24	24		25

6 GEORGE V, A. 1916

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta by the Canadian Northern Railway to Port Arthur.—*Continued.*

From Points in.	To	Rate per 100 Lbs.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
<i>1912-13—Con.</i>		Cts.	Cts.	Cts.	Cts.	Cts.
Meriville..	Port Arthur	26	26	26	.....	27
Munson	"	25	25	25	.....	26
N. Edmonton.....	"	25	25	25	.....	26
Stettler.	"	25	25	25	.....	26
Spruce Grove	"	26	26	26	.....	27
Stony Plains	"	26	26	26	.....	27
Stratcona	"	25	25	25	.....	26
Sylvan Lake.....	"	26	26	26	.....	27
Vegreville..	"	25	25	25	.....	26
Vermilion.....	"	24	24	24	.....	25

Through Rates on grain and grain products to stations in Ontario, Quebec, and Maritime Provinces, via Port Arthur, Ont., and All-rail Route, will be made by adding to the rates to Port Arthur, Ont., named herein, the rates from Port Arthur to destination named in Canadian Pacific Railway Tariff No. E. 2080, C.R.C. No. E. 2480 (not on file with I.C.C.) effective December 6, 1912, supplements thereto and reissues thereof.

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Duluth, Minn., and Superior, Wis.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon	Duluth and Superior, Wis.	13	13	13	13	14
Carman	"	12	12	12	12	13
Deloraine	"	15	15	15	15	16
Emerson	"	12	12	12	12	13
Enterprise	"	13	13	13	13	14
Dauphin	"	15	15	15	15	16
Gladstone	"	13	13	13	13	14
Minto	"	13	13	13	13	14
Portage la Prairie	"	12	12	12	12	13
Swan Lake	"	13	13	13	13	14
Winnipeg	"	12	12	12	12	13
White Plains	"	12	12	12	12	13
Virden	"	15	15	15	15	16
<i>Saskatchewan.</i>						
Alsask	"	25	25	25	25	26
Aberdeen	"	22	22	22	22	23
Battleford	"	23	23	23	23	24
Bengough	"	19	19	19	19	20
Blain Lake	"	24	24	24	24	25
Carlyle	"	16	16	16	16	17
Conquest	"	23	23	23	23	24
Condie	"	18	18	18	18	19
Dalmeny	"	23	23	23	23	24
Dinsmore	"	23	23	23	23	24
Elrose	"	23	23	23	23	24
Eston	"	24	24	24	24	25
Girvin	"	21	21	21	21	22
Gravelbourg	"	20	20	20	20	21
Humboldt	"	21	21	21	21	22
Maryfield	"	16	16	16	16	17
Moosejaw	"	18	18	18	18	19
Melfort	"	22	22	22	22	23
Munster	"	21	21	21	21	22
Kindersley	"	24	24	24	24	25
Kipling	"	17	17	17	17	18
Prince Albert	"	23	23	23	23	24
Radville	"	18	18	18	18	19
Regina	"	18	18	18	18	19
Saskatoon	"	22	22	22	22	23
Vonda	"	22	22	22	22	23
Warman	"	22	22	22	22	23
Zealandia	"	23	23	23	23	24
Yorkton	"	17	17	17	17	18
<i>Alberta.</i>						
Calgary	"	24	24	24	24	25
Camrose	"	25	25	25	25	26
Edmonton	"	25	25	25	25	26
Fort Saskatchewan	"	25	25	25	25	26
Hanna	"	25	25	25	25	26
Lamont	"	25	25	25	25	26
Lloydminster	"	24	24	24	24	25
Munson	"	25	25	25	25	26
N. Edmonton	"	25	25	25	25	26
Stettler	"	25	25	25	25	26
Spruce Grove	"	26	26	26	26	27
Strathcona	"	25	25	25	25	26
Sylvan Lake	"	26	26	26	26	27
Vegreville	"	25	25	25	25	26
Vermilion	"	24	24	24	24	25

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Vancouver and New Westminster, B.C.

From Points in	To	DOMESTIC RATES. RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.	Vancouver & New Westmins- ter, B.C.	45	45	45		46
Carman.	"	45	45	45		46
Emerson.	"	45	45	45		46
Enterprise.	"	45	45	45		46
Deloraine.	"	45	45	45		46
Gladstone.	"	45	45	45		46
Hartney.	"	45	45	45		46
Minto.	"	45	45	45		46
Neepawa.	"	45	45	45		46
Portage la Prairie.	"	45	45	45		46
Russell.	"	45	45	45		46
Swan River.	"	45	45	45		46
Swan Lake.	"	45	45	45		46
Winnipeg.	"	45	45	45		46
White Plains.	"	45	45	45		46
Virden.	"	45	45	45		46
<i>Saskatchewan.</i>						
Alsask.	"	39½	39½	39½		40½
Aberdeen.	"	45	45	45		46
Battleford.	"	40	40	40		41
Bengough.	"	45	45	45		46
Blaine Lake.	"	42	42	42		43
Carlyle.	"	45	45	45		46
Conquest	"	42	42	42		43
Condie.	"	42	42	42		43
Dalmeny.	"	42	42	42		43
Dinsmere.	"	42	42	42		43
Elrose.	"	42	42	42		43
Eston.	"	42	42	42		43
Estevan.	"	45	45	45		46
Girvin.	"	42	42	42		43
Gravelbourg.	"	45	45	45		46
Hanna.	"	32½	32½	32½		33½
Humbolt.	"	45	45	45		46
Laird.	"	42	42	42		43
Maryfield.	"	45	45	45		46
Melfort.	"	45	45	45		46
Moosejaw.	"	42	42	42		43
Munster.	"	45	45	45		46
Kindersley.	"	39½	39½	39½		40½
Kipling.	"	45	45	45		46
Prince Albert.	"	42	42	42		43
Radville.	"	45	45	45		46
Regina.	"	42	42	42		43
Rosthern.	"	42	42	42		43
Rosetown.	"	42	42	42		43
Saskatoon.	"	42	42	42		43
Vonda.	"	45	45	45		46
Warman.	"	42	42	42		43
Yorkton.	"	45	45	45		46
Zealandia.	"	42	42	42		43

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Vancouver and New Westminster, B.C.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
Alberta.		Cts.	Cts.	Cts.		Cts.
Calgary.....	Vancouver & New Westminster, B.C..	32½	32½	32½		33½
Camrose.....	"	32½	32½	32½		33½
Edmonton.....	"	32½	32½	32½		33½
Fort Saskatchewan.....	"	32½	32½	32½		33½
Lamont.....	"	32½	32½	32½		33½
Lloydminster.....	"	39½	39½	39½		40½
Morinville.....	"	32½	32½	32½		33½
Munson.....	"	32½	32½	32½		33½
North Edmonton.....	"	32½	32½	32½		33½
Stettler.....	"	32½	32½	32½		33½
Spruce Grove.....	"	32½	32½	32½		33½
Stony Plains.....	"	32½	32½	32½		33½
Strathcona.....	"	32½	32½	32½		33½
Sylvan Lake.....	"	32½	32½	32½		33½
Vegreville.....	"	32½	32½	32½		33½
Vermilion.....	"	39½	39½	39½		40½

6 GEORGE V, A. 1916

No. 37.—RATES, by rail on Grain from Port Arthur, Fort William and Westfort, Ont., by the Canadian Northern Railway to points in Ontario and Quebec.

From.	To.	RATE PER 100 LBS.			
		Wheat.	Oats.	Barley.	Flax.
		Cts.	Cts.	Cts.	Cts.
Port Arthur, Fort William and Westfort, Ont.....	Athens, Ont.....	20	20	20	20
"	Athelston, Ont.....	25	25	25	25
"	Aurora, Ont....	20	20	20	20
"	Bancroft, Ont....	20	20	20	20
"	Beauharnois, Que....	23	23	23	23
"	Beauport, Que.....	27½	27½	27½	27½
"	Belleville, Ont.	20	20	20	20
"	Bowmanville, Ont.	20	20	20	20
"	Brockville, Ont.....	20	20	20	20
"	Capreol, Ont.....	20	20	20	20
"	Chateauguay, Que....	23	23	23	23
"	Chicoutimi, Que....	29	29	29	29
"	Cobourg, Ont.....	20	20	20	20
"	Colborne, Ont.....	20	20	20	20
"	Cornwall, Ont.....	20	20	20	20
"	Enterprise, Ont.....	20	20	20	20
"	Harrowsmith, Ont....	20	20	20	20
"	Montreal, Que....	20	20	20	20
"		* 15	15	15	15
"	North Bay, Ont.....	20	20	20	20
"	Orillia, Ont.....	20	20	20	20
"	Oshawa, Ont.....	20	20	20	20
"	Ottawa, Ont.....	20	20	20	20
"	Port Hope, Ont.....	20	20	20	20
"	Quebec, Que.....	25	25	25	25
"	Sault Ste. Marie, Ont.....	20	20	20	20
"		* 15	15	15	15
"	Shawinigan Falls, Que.	25	25	25	25
"	Steelton, Ont.....	20	20	20	20
"	Toronto.....	20	20	20	20
Toronto,.....		* 15	15	15	15
"	Yorker.	20	20	20	20
"	Zephyr.....	20	20	20	20

*Will remain in effect until close of business November 30, 1915, and from April 30 to November 30, each year until withdrawn.

SESSIONAL PAPER No. 10d

No. 37.—RATES, by Rail on Grain from Port Arthur, Fort William and Westfort, Ont.,
by the Canadian Northern Railway to points in Eastern United States.

From.	To.	DOMESTIC RATES RATE PER 100 LBS.			
		Wheat.	Oats.	Barley.	Flax.
		Cts.	Cts.	Cts.	Cts.
Port Arthur, Fort William and Westfort, Ont.....	Boston, Mass.....	28 8		25 3	29 3
"	Brooklyn, N.Y.....	26 8		23 3	37 3
"	Cambridge, Mass....	28 8		25 3	39 3
"	Huntingdon, Mass....	28 8		25 3	39 3
"	Hawthorne, N.Y....	28 8		25 3	39 3
"	Hoboken, N.Y.....	26 8		23 3	37 3
"	Martindale, N.Y....	28 8		25 3	39 3
"	Mount Hope, N.Y....	28 8		25 3	39 3
"	Newton, N.Y.....	28 8		25 3	39 3
"	New York, N.Y.....	26 8		23 3	37 3
"	Poughkeepsie, N.Y..	26 8		23 3	37 3
"	Springfield, Mass....	28 8		25 4	39 3
"	Webster, Mass.....	28 8		25 3	39 3
"	White Plains, N.Y..	28 8		25 3	39 3
"	Worcester, Mass.....	28 8		25 3	39 3
"	Yonkers, N.Y.....	26 8		23 3	37 3
Export Rates	Boston, Mass.....	23 7		21 2	37 3
"	East Boston, Mass..	23 7		21 2	37 3
"	Brooklyn, N.Y.....	23 7		21 2	37 3
"	Hoboken, N.Y....	23 7		21 2	37 3
"	Jersey City, N.Y..	23 7		21 2	37 3
"	New York, N.Y....	21 7		21 2	37 3
"	Weehawken, N.Y..	21 7		21 2	37 3

6 GEORGE V, A. 1916

No. 37.—RATES. by rail, on Grain from points in Manitoba, Saskatchewan and Alberta by the Grand Trunk Pacific to Fort William and Westfort, Ont., also Western Local Rates to Prince Rupert, B.C.

From Points in	To	To FORT WILLIAM RATE PER 100 LBS.					To PRINCE RUPERT (LOCAL)				
		Wheat.	Oats.	Bar- ley.	Rye.	Flax.	Wheat.	Oats.	Bar- ley.	Rye.	Flax.
<i>Manitoba</i>		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Cabot....	Fort William or Westfort.	12	12	12	12	13	45	45	45	45	46
Gregg....	"	13	13	13	13	14	45	45	45	45	46
Lazare...	"	15	15	15	15	16	45	45	45	45	46
Portage la Prairie.	"	12	12	12	12	13	45	45	45	45	46
Uno.....	"	15	15	15	15	16	45	45	45	45	46
<i>Saskatchewan.</i>											
Asquith.....	"	23	23	23	23	24	42	42	42	42	43
Bradwell.....	"	22	22	22	22	23	45	45	45	45	46
Fenwood.....	"	17	17	17	17	18	45	45	45	45	46
Kelliher.....	"	19	19	19	19	20	45	45	45	45	46
Nokomis.....	"	21	21	21	21	22	45	45	45	45	46
Punnichy.....	"	19	19	19	19	20	45	45	45	45	46
South Saskatoon..	"	22	22	22	22	23	42	42	42	42	43
Tate.....	"	20	20	20	20	21	45	45	45	45	46
Venn.....	"	21	21	21	21	22	45	45	45	45	46
Watrous.....	"	22	22	22	22	23	45	45	45	45	46
<i>Alberta.</i>											
Chauvin.....	"	24	24	24	24	25	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{1}{2}$
Edmonton.....	"	25	25	25	25	26	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$
Holden.....	"	25	25	25	25	26	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$
Ryley.....	"	25	25	25	25	26	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$
Viking.....	"	25	25	25	25	26	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	35 $\frac{1}{2}$
Wainwright.....	"	24	24	24	24	25	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{1}{2}$

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain and Grain products from Montreal, Local, furtherance to outposts in New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island, and Export Rates to Europe, West Indies, Bermuda, South America, South Africa, etc., by the Intercolonial Railway to points below.

RATES ON GRAIN AND GRAIN PRODUCTS, FROM MONTREAL.

To	Local.	Furtherance to Outposts in N.B. & N. S., Newfoundland and P.E. Island.	Applicable only on traffic for export to British and Foreign Countries except Newfoundland, Islands of St. Pierre and Miquelon, the United States and Mexico.	Corn, ex. Water.	Wheat, Oats and Barley, ex. Water.
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.
Villeroy.....	7			7	5½
Quebec.....	9			8	6½
Levis.....	9			8	6½
Montmagny.....	9			10	10
Riviere-du-Loup.....	12½			11	12½
Mont Joli.....	14			11	13
Matapedia.....	15			12	14
Campbellton.....	15			12	14
Newcastle.....	16½			12½	16
Chatham.....	16½			12½	16
Fredericton.....	17½			13	15
Moncton.....	17½	(note 1) 14½		11	15
Point du Chêne.....	17½	(note 2) 14½		13	16
Petitcodiac.....	17½			13	16
Sussex.....	17½			13	16
St. John.....	17½	(note 3) 14½	Grain, 13 Grain products, 13½	11	15
Sackville.....	17½			11	16
Amherst.....	17½			11	16
Pictou.....	17½	(note 4) 14½		12	16
Truro.....	17½			12	16
New Glasgow.....	17½			12	16
Antigonish.....	18½			15½	18½
Mulgrave.....	18½	(note 5) 17½		15½	18½
Pt. Tupper.....	20			17½	20
North Sydney.....	20	(note 6) {18½ 18½		16	20
Sydney.....	20			16	20
Dartmouth.....	17½	(note 7) 13½		12	16
Halifax.....	17½	(note 8) 14½	Grain, 13 Grain products, 13½	12	16

NOTE (1)—Applicable to Moncton, N.B., on shipments for furtherance by water to Bay of Fundy Ports.

NOTE (2)—Applicable to Point du Chêne, on shipments for Summerside, P.E.I., and Prince Edward Island Points via Summerside and Prince Edward Island Railway only.

NOTE (3)—Applicable to St. John, N.B., on shipments for furtherance by water to Bay of Fundy Ports or Ports on the South Shore of Nova Scotia, or by water and rail to points in Nova Scotia via Digby, N.S., and Dominion Atlantic Railway.

NOTE (4)—Applicable to Pictou, on shipments for Prince Edward Island, Magdalen Islands, and outposts on the North Shore of Nova Scotia.

NOTE (5)—Applicable to Mulgrave, on shipments for Nova Scotia outposts, (except Point Tupper, Port Hawkesbury, Port Hastings.)

NOTE (6)—Applicable to Sydney and North Sydney, on shipments for Newfoundland, Islands of St. Pierre and Miquelon or Cape Breton outposts.

NOTE (7)—Applicable to Halifax or Dartmouth, N.S., on shipments for furtherance by water to points in Newfoundland, Islands of St. Pierre and Miquelon.

NOTE (8)—Applicable to Halifax or Dartmouth, N. S., on shipments for Magdalen Islands or Nova Scotia and Cape Breton Ports (except Glace Bay, Grand Narrows, Iona, Louisburg, Mulgrave, North Sydney, Point Tupper, Port Hawkesbury, Port Morien and Sydney.)

6 GEORGE V, A. 1916

No. 37. — RATES, by rail, on Grain from Georgian Bay and Lake Huron Ports by Grand Trunk Railway to the undermentioned points.

From.	To.	Rate.
Midland...	Kingston...	7½c. per 110 lbs.
"	Peterborough...	5c. "
Goderich...	London...	4½c. "
Midland...	Toronto.....	5½c. "
Goderich..	"	6c. "
Owen Sound.	"	5½c. "
All Ports....	Montreal.....	10c. "
"	Three Rivers...	15c. "
"	Sorel.....	16c. "
"	Quebec.....	15c. "
"	Sherbrooke.....	15c. "
"	Stanstead..	17c. "
Collingwood...	} Fredericton..	20c. "
Depot Harbour...		20c. "
Goderich...		20c. "
Midland.....		20c. "
Port Colborne..		20c. "
Tiffin.....	} St. John....	20c. "
Collingwood...		20c. "
Depot Harbour...		22½c. "
Goderich.....		22½c. "
Midland.....		22½c. "
Port Colborne.	} Halifax.	22½c. "
Tiffin.....		22½c. "
All Ports.....		22½c. "
"	Montreal (export)...	5c. per bush. wheat.
"	"	5c. " flax.
"	"	4¾c. " rye.
"	"	4¼c. " corn.
"	"	4¼c. " barley.
"	"	3¼c. " oats.
"	*St. John & Portland (export).	5½c. " wheat.
"	"	5½c. " flax.
"	"	5¼c. " rye.
"	"	4¾c. " corn.
"	"	4¾c. " barley.
"	"	3.50 " oats.
"	Halifax (export)...	6.10 " wheat.
"	"	6.06 " flax.
"	"	5.81 " rye.
"	"	5.31 " corn.
"	"	5.23 " barley.
"	"	3.82 " oats.

*St. John applies only on shipments in bags.

The rates above quoted for Export grain are exclusive of insurance, but include cost of elevation from steamer to lake port elevators and storage therein for 15 days from Sept. 1st to Dec. 15th, and 30 days from Dec. 16th to Aug. 31st. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days' storage at that port.

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, by the Great Northern Railway to Duluth.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
<i>Manitoba.</i>		Cts.	Cts.	Cts.	Cts.	Cts.
Brandon.	Duluth, Minn., Superior, Wis., St. Paul, Minn., and Minne- sota Transfer, Minnesota..	13	13	13	13	14
Boissevain	" "	13	13	13	13	14
Minto.....	" "	13	13	13	13	14
Wakopa...	" "	13	13	13	14	14
Portage la Prairie.....	" "	12	12	12	12	13
Carman..	" "	12	12	12	12	13
Plum Coulee.....	" "	12	12	12	12	13
Morden.....	" "	12	12	12	12	13

GENERAL INDEX.

PART V.

GRAIN STATISTICS.

	Table No.	Pages.
A.		
Acreage under crop—		
Alberta.....	22	263-4
Manitoba.....	22	263-4
New Brunswick.....	24	266-9
Nova Scotia..	24	266-9
Ontario.....	24	266-9
Prince Edward Island.....	24	266-9
Quebec.....	24	266-9
Saskatchewan.....	22	263-4
B.		
Barley—World's production of.....	31	288-9
Exported from Canada.....	34	294-5
C.		
Canadian wheat and flour in transit shipped from U.S. ports.....	19	251
Canadian vessels—		
List, Season of Navigation 1915.....	21	254-6
Capacity, Season of Navigation 1915.....	21	254-6
Quantity of grain carried by, Season of Navigation 1915.....	21	254-6
Cars, inspected by grades, Western Division.....	4	212-17
Number of inspected by railroads.....	4	217
Capacity of.....	6	219
Number of and quantity inspected.....	6	219
Commission, Grain, Report of.....	—	1-199
Cars and quantity of each kind of grain inspected over different railways by provinces.....	7	220
Cars and quantity of each kind of grain inspected by railroads.....	8	221
E.		
Eastern Division—Quantity of grain inspected.—		
Kingston.....	1	200-3
Peterborough.....	1	200-3
Toronto.....	1	200-3
Montreal.....	1	200-3
Eastern Inspection Division, number of vessels and cars inspected.....	5	218
Elevators. Terminal.....	—	—
Shipments of grain, comparatively 1901 to 1915.....	12	227
Shipments of grain, by months.....	13	229
Receipts Crop Years 1900-1 to 1914-1915.....	11	226
Expenditure—Western Division.....	27	281
—Eastern Division.....	27	281
Exports—Barley.....	34	294-5
Oats.....	33	292-3
Wheat.....	32	290-1
Wheat flour.....	35	296-8
Of grain from principal countries.....	36	299
F.		
Fees—Inspection accrued.....	1	204
Weighing in Western Inspection Division.....	2	206
Weighing in Eastern Inspection Division.....	2	207
Inspection of grain, per car.....	—	282
Weighing of grain, per car.....	—	282
Flour—Canadian in transit shipped from U.S. Customs Districts.....	19	251

G.	Table No.	Pages.
Goderich—Total grain weighed.	2	207
Weighing fees.....	2	207
Grain Commission, Report of.	—	1-199
Grain—		
Carried by vessels, Season of Navigation 1915	14	230-37
Eastern Division, Quantity inspected	7	203
Exports of, from Canadian ports, for calendar years	17	247-8
Exports of, from principal countries.....	36	299
Insurance rates on, by vessels on Great Lakes.	—	252-3
Production by provinces from 1900 to 1915.	26	274-80
Quantity carried by Canadian vessels..	21	254-6
Quantity carried by U. S. Vessels	21	257-62
Shipments of, from Fort William and Port Arthur to lake ports by vessel for season of navigation 1915., ..	14	230-7
Shipments of, by vessel and rail for crop years.....	16	243-6
Shipments of, from Winnipeg and other points in the West by all-rail route...	18	249
Shipments of Grain from Fort William and Port Arthur for crop years by months.....	13	229
Shipments of Grain from Fort William and Port Arthur for crop years, wheat, oats, barley and flax.....	12	227
Total weighed in Western Inspection Division.....	2	206
Total weighed in Eastern Inspection Division.....	2	207
U. S. exports from ports of Montreal, Halifax and Vancouver.....	—	248
Western Division, Quantity inspected.....	1	200-03
Inspected by railroads in the three Western Provinces.....	7	220
Inspected by railroads only	8	221
I.		
Inspection of Grain—revenue accrued.....	1	204
Inspection of Grain—fee chargeable per car and cargoes.....	—	282
Insurance rates on grain on Great Lakes.....	—	252-3
K.		
Kingston—Quantity of grain inspected..	1	200-03
Fees accrued.....	1	204
M.		
Map—Grain Routes.....	—	321
Midland—Total grain weighed.....	2	207
Weighing fees.....	2	207
Montreal—Quantity of grain inspected.....	1	200-03
Quantity of grain weighed.....	2	207
Fees accrued, inspection and weighing	1-2	204-7
O.		
Oats—World's production.....	30	286-7
Exported from Canada, by Countries.....	33	292-3
P.		
Peterborough—		
Quantity of grain inspected.....	1	200-03
Fees accrued.....	1	204
Total grain weighed.....	2	207
Weighing fees.....	2	207
Port McNicoll—		
Total grain weighed.....	2	207
Weighing fees.....	2	207
Production of grain by provinces, from 1900 to 1914.....	26	274-80
Production—		
World's Barley.....	31	288-9
World's Oats.....	30	286-7
World's Wheat.....	29	284-5

SESSIONAL PAPER No. 10d

	R.	Table No.	Pages.
Rates on Grain—			
Freight by rail, C.P.R. to Fort William and Port Arthur.....		37	300
Freight by rail, C.P.R. from points in Alberta and Saskatchewan to points in British Columbia.....		37	301
Freight by rail, C.N.R. to Port Arthur.....		37	305-6
Freight by rail, C.N.R. to Duluth and Superior, Wis.....		37	307
Freight by rail, C.N.R. to Vancouver and New Westminster, B.C.....		37	308-9
Freight by rail, C.N.R. to points in Ontario and Quebec.....		37	310
Freight by rail, C.N.R. to Eastern States.....		37	311
Freight by rail, G.T.P. to Fort William and Westport, Ont., to Prince Rupert.....		37	312
Freight by rail, G.N.R. to Duluth.....		37	315
Freight by rail, C.P.R. from Fort William and Port Arthur to points in the East.....		37	302-3
Freight by rail, C.P.R. from Georgian Bay and Lake Huron ports to Eastern points.....		37	304
Freight by rail, G.T.R. from Georgian Bay and Lake Huron ports to Eastern points.....		37	314
Rates on grain, I.C.R. from Montreal to points in Quebec, New Brunswick and Nova Scotia.....		37	313
Rates on grain by vessel from Fort William and Port Arthur to Georgian Bay ports, etc.....		20	252
Receipts of grain—			
At terminal elevators, comparative statement of.....		11	226
At terminal elevators, by months.....		13	228
By the different terminal elevators from 1904-05 to 1914-15.....		3	208-11
Report of Board of Grain Commissioners.....		—	1-109
S.			
Shipments of grain—			
From terminal elevators, comparative statement of.....		12	227
From terminal elevators, by months.....		13	229
From Fort William and Port Arthur to Georgian Bay ports, etc., by vessel for seasons of navigation.....		14	230-7
By vessel and rail, for crop years.....		16	243-6
By vessel from Duluth to lake ports for season of navigation.....		15	238-42
From Winnipeg and other points in the West, by the all-rail route.....		18	249-50
Surveys—Number of, held at Winnipeg.....		9	222-3
Number of, held at Toronto.....		10	224-6
T.			
Terminal elevators, Receipts at, 1904-05 to 1914-15.....		3	208-11
Toronto—			
Quantity of grain inspected.....		1	200-03
Fees accrued.....		1	204
Total grain inspected, comparatively.....		1	203-5
Total grain weighed in Western Inspection Division.....		2	206
“ “ Eastern Inspection Division.....		2	207
U.			
U. S. Vessels—			
List of Season of Navigation, 1915.....		21	257-62
Capacity of Crop Year, 1914-15.....		21	257-62
Quantity of grain carried, Season of Navigation 1915.....		21	257-62
V.			
Vessels—			
Canadian, list of.....		21	254-6
“ capacity of.....		21	254-6
“ quantity of grain carried by.....		21	254-6
U.S., list of.....		21	257-62
U.S., capacity of.....		21	257-62
U.S., quantity of grain carried by.....		21	257-62
W.			
Weighed—Grain in Western Inspection Division.....		2	206
Weighed—Grain in Eastern Inspection Division.....		2	207
Western Inspection Division—			
Quantity Grain inspected.....		1	200-03
Number of cars inspected, by grades.....		4	212-17
Number of cars inspected, by railroads.....		4	216-17
Number of cars and quantity inspected.....		6	219
Wheat—Canadian, in transit shipped from U.S. ports.....		19	251
Wheat—Exported from Canada by countries.....		32	290-1
Wheat—World's production.....		29	284-5
Wheat Flour—Exported from Canada by countries.....		35	296-8

	Y.	Table No.	Pages.
Yield per acre—		23	265
Alberta		23	265
Manitoba..		25	270-3
New Brunswick		25	270-3
Nova Scotia..		25	270-3
Ontario..		25	270-3
Prince Edward Island		25	270-3
Quebec...		25	270-3
Saskatchewan		23	265

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RAILWAY GRAIN ROUTES

1915

MAP SHOWING THE QUANTITY OF GRAIN HAULED BY THE DIFFERENT RAILROADS CARS BUSHELS

LEGEND

- Inspection points
- Inspection points and grain weighing points
- Inspection terminal elevators shown on map
- Can Pac Ry
- Can Nor Ry
- Grain weighing points
- Can Pac Ry
- Can Nor Ry
- Other railways



NUMBER OF CARS OF GRAIN AND FLOURS SHIPPED BY RAILROADS IN THE WESTERN DIVISION FOR THE 10 YEARS ENDING 1914

RAILWAYS	No. of Cars Hauled	Value, \$
C.P.R.	1,187,000	1,187,000,000
Columbia	1,100,000	1,100,000,000
Can. Pac. Ry.	1,100,000	1,100,000,000
Grand Trunk & L. Ry.	1,100,000	1,100,000,000
Can. Nor. Ry.	1,100,000	1,100,000,000
Other Ry.	1,100,000	1,100,000,000
Total	1,187,000	1,187,000,000

UNITED STATES

WEIGHING POINTS

Yield per
Alb
Mai
New
Nor
Ont
Pru
Que
Sas

P

Po

Pro
Pro

